

VERSTAPPEN REIGNS IN THE RAIN IN JAPAN

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

■ OCTOBER 13 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS



Red Bull man wraps up second F1 title after a chaotic grand prix p4

Hyundai man takes a tense British Touring Car Championship title triumph at Brands

INGRAM: TOURING CAR VICTORY IS BEYOND MY WILDEST DREAMS



Ingram laps up the rewards at Brands



Hyundai man won twice on his way to the crown

By Matt James

New British Touring Car Championship title winner Tom Ingram says going on the attack at Brands Hatch was the philosophy that landed him a maiden crown.

The Excel8 Motorsport Hyundai i30 N racer won the opening two rounds in Kent and then finished fifth in the finale to fend off three other rivals – including outgoing champion Ash Sutton – to seal the title.

The 29-year-old finished 12 points in front of Sutton's Ford Focus in the final table with Jake Hill (BMW) third and Colin Turkington (BMW) in fourth.

Ingram said: "I didn't want to just come to the finale and bank points for the title – that is not my style. I had to go and grab it, and that is what I did."

Ingram was the most successful driver in terms of outright race victories with six triumphs from the 30 races in 2022. He has previously finished as runner-up in 2018.

He added: "I honestly can't put this into words. I have been here for so many years [in the title showdown] and never managed to get it across the line. To come here with a car working as amazingly as it was has been beyond a dream."

News p6
Full report p18-19



INTERVIEW

READERS' Q&A: PAUL DI RESTA

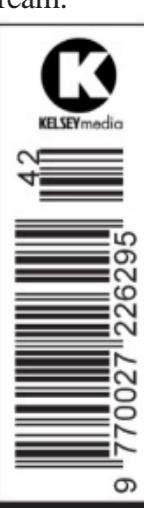
Flying Scotsman tackles the MN posers, p20



REVIEW

HOW MENZIES BEAT HIS FAVOURITE FOE

We look back at an epic British hillclimb season, p26



£3.99

COMMENT

Photos: Motorsport Images, Paul Lawrence, Mike Hills



Max withstood all that was thrown at him in a chaotic Japanese Grand Prix on Sunday

VERSTAPPEN IS THE KING OF CALM

While Max Verstappen's march to a second Formula 1 World championship was not unexpected, he had to literally ride the storm at Suzuka last weekend. Amid the gloom and the downpours, he managed his race perfectly to do enough to lock away the silverware for another season.

This one was far more clear-cut than last year's bun-fight in Abu Dhabi, though the move that actually handed him the spoils was a last-corner error by Ferrari's Charles Leclerc, rather than anything that Red Bull's double champion could control. And that, in a microcosm, is the story of the year. The Prancing Horse, after such a promising start to the campaign – remember that Leclerc was 46 points ahead of Verstappen after the third round of the year – went lame. Mistakes crept in in equal measure between the Monegasque driver the strategy boffins on pitwall. That opened Verstappen's path to glory, but Japan – even though it wasn't worth full points as it hadn't gone the whole distance – was still his 12th victory of the season. Talk about rubbing Ferrari's nose in it.

As for the incident with Pierre Gasly, who happened across a virtually stationary snatch tractor in the opening stages of the race – albeit while the race was neutralised – this simply shouldn't have happened. Whether Gasly was exceeding the speed limit at the time or not, there is no excuse for the organisational slip-up that let this happen.

The BTCC finale also crowned its champion as Tom Ingram put in a worthy performance to lift the trophy he has been chasing all of his life. The 29-year-old put two wins in the book in the opening two races at Brands, but still had to ride out the storm in race three to assure himself of the spoils. His has been a journey which should inspire any young racer: it has been a triumph of determination, persistence and belief that have taken him to the highest accolade in UK motor racing. Huge congratulations go to him and the Excelr8 Motorsport, which too has been on a rapid and successful path to get to this point.

In this issue, James Roberts puts the readers' questions to accomplished racer and broadcaster Paul di Resta, a man whose early career ran in parallel to many others who went on to reach the very highest echelons in racing. For di Resta, he just knew he had to take the chances when they came and now he has his sights set firmly on conquering Le Mans in the new Peugeot 9X8 hypercar.

Elsewhere in this issue, we speak to the Gaz Shocks 116 Trophy's breakout pacesetter Jack Godden and reflect on the awesome battle between Alex Summers and Wallace Menzies for the British Hillclimb Championship spoils. Also, don't forget to get involved with the latest Motul UK-backed MN poll. Turn to page 17 to find out more.

Matt James
Editor, Motorsport News
matt.james@kelsey.co.uk



MOTORSPORT NEWS

ISSUE MJ3355 OCTOBER 13 2022

IN THIS ISSUE



Gasly anger after Japanese GP

Tractor on the circuit prompts outrage from French driver

P5



NAGLE BOWS OUT

Co-driver signs off after an illustrious career

P18

Ingram lands the BTCC crown

Hyundai man makes history in tin-top showdown at Brands



P20

READERS Q&A: PAUL DI RESTA

The flying Scotsman tackles the questions from the MN readers



P26

Menzies v Summers: the ultimate battle...

Report: Japanese Grand Prix	4
News: Racing	5
News: Rallying	9
News: Sporting Scene	12
News: Historics	14
Feature: 116 star Jack Godden	16
MN Poll: Festival winners	17
Report: BTCC Brands Hatch	18
Q&A: Paul di Resta	20
Review: British hillclimbing	26
Reports: National rallying	29
Reports: National Racing	31
Reports: World RX Belgium	33
Column: Logan Hannah	34
What's on/readers photos	35

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

FORMULA 1 REPORT: JAPANESE GP

Photos: Motorsport Images



Verstappen took 12th 2022 win



Signing off in style: victory helped the Dutchman to a second World title

MAX DEFIES RULEBOOK FOR A TITLE SECOND TITLE

Confusion in the race, but Red Bull's man wraps it up in Japan. By **James Roberts**



An early pitstop helped Latifi to a rare top-10 finish

F1 RESULTS

Japanese Grand Prix Laps: 28 Speed: 33.29mph

Track: Suzuka

DRIVER	TEAM/CAR	TIME
1 Max Verstappen	Red Bull	3h01m44.004s
2 Sergio Perez	Red Bull	+27.066s
3 Charles Leclerc	Ferrari	+31.763s
4 Esteban Ocon	Alpine-Renault	+39.685s
5 Lewis Hamilton	Mercedes	+40.326s
6 Sebastian Vettel	Aston Martin-Mercedes	+46.358s
7 Fernando Alonso	Alpine-Renault	+46.369s
8 George Russell	Mercedes	+47.661s
9 Nicholas Latifi	Williams-Mercedes	+1m10.143s
10 Lando Norris	McLaren-Mercedes	+1m10.782s

11 Daniel Ricciardo (McLaren-Mercedes) +1m12.877s; 12 Lance Stroll (Aston Martin-Mercedes) +1m13.904s; 13 Yuki Tsunoda (AlphaTauri) +1m15.595s; 14 Kevin Magnussen (Haas-Ferrari) +1m26.016s; 15 Valtteri Bottas (Alfa Romeo-Ferrari) +1m26.496s; 16 Guanyu Zhou (Alfa Romeo-Ferrari) +1m27.043s; 17 Mick Schumacher (Haas-Ferrari) +1m32.523s; 18 Pierre Gasly (AlphaTauri) +1m48.091s; 19 Carlos Sainz (Ferrari) 0 laps/accident; 20 Alexander Albon (Williams-Mercedes) 0 laps/accident damage. **Drivers' championship:** 1 Verstappen 366; 2 Perez 253; 3 Leclerc 252; 4 Russell 207; 5 Sainz 202; 6 Hamilton 180. **Constructors' championship:** 1 Red Bull 619; 2 Ferrari 454; 3 Mercedes 387; 4 Alpine 143; 5 McLaren 130; 6 Alfa Romeo 52.



Ocon collected some serious points for the Alpine team

If we ever needed a reminder about the over-complexity of the Formula 1 rulebook, then it was in the few minutes prior to the podium at Suzuka last weekend. Not many people – not even Max Verstappen or the Red Bull pitwall – were aware that he had been crowned World champion for the second time.

Second-placed Charles Leclerc had cut across the final corner chicane on the last lap and blocked Sergio Perez as the pair raced across the line. He was subsequently given a five-second time penalty and demoted to third place.

Despite only 28 laps of the scheduled 53 counting for the Japanese Grand Prix, the revised points scoring for truncated races did not come into play.

Full points were awarded and Max's title was confirmed to him, awkwardly, by parc ferme interviewer Johnny Herbert, who didn't sound too convinced himself.

And that was it. No dramatic fanfare across the line, no wild celebrations. If anyone had turned off their TV when the cars finished the race, they would have no idea that history had been made. Of course, they might have turned off earlier when during a two-hour delay it looked as if the Japanese GP might have been cancelled after just three laps.

Persistent rain before the start resulted in the entire field lining up on the intermediate tyres – although the puddles and rivers across the track probably required the full wet Pirelli.

Off the line, Leclerc nudged ahead of poleman Verstappen, but braking late around the outside of Turn 1, Max reasserted his authority at the head of the field.

With visibility non-existent, a few drivers ran into trouble: Sebastian Vettel spun his Aston Martin heading into Turn 1, while further around the lap, fourth-placed Carlos Sainz lost his Ferrari coming out of the hairpin and crashed backwards into the barriers. He was lucky not to be T-boned as the rest of the pack filed past.

In the spray, the AlphaTauri of Pierre Gasly picked up a piece of the trackside advertising



Leclerc had a strong start, but was beaten around Turn 1 by Verstappen

that had come onto the track during Sainz's shunt. At the end of the lap, Gasly pitted for a new nose and switched to the extreme wet tyres. Although the safety car had been deployed, Gasly was on his own as he approached the accident site. A red flag was then flown, but the Frenchman was horrified to see a tractor – similar to the one Jules Bianchi fatally hit at Suzuka eight years ago – was on the track recovering the stricken Ferrari.

Gasly was clearly shaken by the incident and a number of drivers expressed their concern at the tractor's presence on the track, given the conditions. For his part, Gasly was handed a 20-second time penalty for speeding under the red flag.

Back in the pitlane, race control announced a restart, but suspended it when the rain fell harder. After a two-hour delay the race resumed at 1615hrs local time, but the dreaded countdown clock had come into play, where a grand prix must be completed within a three-hour time window. The fans had patiently waited in the rain, but when the track was fit for racing, they were offered a shortened race.

At the restart Verstappen was in a class of his own, effectively a second a lap quicker

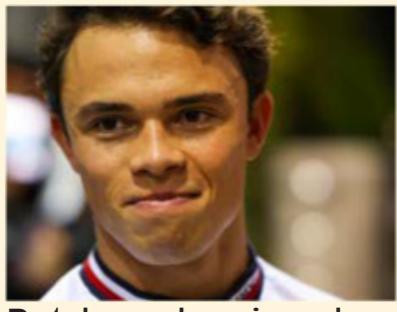
than the rest of the field. While every driver was mandated to start on the extreme wet, the intermediate was the more competitive tyre and the first to swap – Vettel and Nicholas Latifi – benefited with strong points finishes.

Haas decided to keep Mick Schumacher out as they were gambling on another safety car and despite running as high as second, he too was forced to switch as the track remained green to the flag.

The most exciting duel was between Lewis Hamilton and Esteban Ocon, with the Mercedes not quite having the straightline speed to find a way past. Alpine's Ocon held onto fourth with Hamilton fifth. As the intermediates started to fade, some drivers, including Fernando Alonso made a late decision to bolt on a new set. With just eight minutes of the race to go Alonso bailed out from seventh, fitted fresh intermediates and started lapping three seconds a lap faster than he had been. He climbed from 10th back up to seventh and in a drag race to the line, just failed to nab sixth from Vettel by +0.011s.

Despite the wait it was an exciting race and it was the Red Bull crew that celebrated long into the night and on the flight home to crown Verstappen champion for the second time.

RACING NEWS



Dutchman has signed up

DE VRIES GETS A FULL-TIME F1 CHANCE WITH ALPHATAURI

Rising star Nyck de Vries will join AlphaTauri for his first full season in Formula 1 next term as a replacement for the outgoing Pierre Gasly.

Dutchman de Vries made his grand prix debut in the recent Italian Grand Prix, where he stood in for the ill Alex Albon and took a ninth-place finish. He has previously driven for Mercedes in Formula E and will now form a relationship with Red Bull, the parent firm of the AlphaTauri operation.

The 27-year-old said: "I want to thank Red Bull and the team for giving me the opportunity to drive in F1. F1 has always been my dream and I'm grateful to be able to fulfil it. I've had a lot of chances to experience the 2022 car this year and I think that has put me in a great position for the upcoming season, I hope this has helped to prepare me."

"Having spent most of my teenage years in Italy for karting, I've always felt at home there, so for me it's great to be joining an Italian team."

Yuki Tsunoda has already been confirmed as remaining at the Italian team.

DRIVERS ATTACK ORGANISERS AFTER TRACTOR ENTERS LIVE RACE CIRCUIT

Gasly furious after near miss as Japanese Grand Prix is halted early on

Photos: Motorsport Images



Gasly: pitted after lap-one woe

By Matt James

AlphaTauri racer Pierre Gasly has been supported after hitting out at the Japanese Grand Prix organisation as he came across a tractor on the circuit during an early stoppage.

The red flag flew after two laps of the race after Carlos Sainz had crashed his Ferrari and Gasly, who had started from the pitlane and then pitted early, was the last driver on track. The Frenchman narrowly missed the stationary rescue truck on the left-hand side of the road.

"What is this tractor on track?" Gasly

shouted on team radio. "I passed next to it. This is unacceptable. Remember what has happened. Can't believe this."

The last fatality in F1 was when Marussia driver Jules Bianchi crashed into a rescue vehicle in rain at Suzuka. He later died from head injuries.

The FIA issued a statement after the incident saying that Gasly had not reacted correctly to the race being neutralised and called him to the stewards to explain his actions. Its statement said: "Car 10 [Gasly] reached speeds of up to 250kph when completing the lap under the red flag after passing the scene of the incident."

The stewards handed Gasly a drivethrough penalty for the speeding, which was converted into a 20-second time penalty on his race result. He also received two points on his superlicence.

Sainz, who was already out of the race, said: "I don't know if people understand, but even behind the safety car, we are going at 100-150 kph, and still at those speeds, we don't see nothing, even behind the safety car."

"If one driver decides to get a bit out of the racing line or has a small aquaplaning or has to change a switch on the steering wheel and gets a bit out of line, and hits a

tractor, then it's over, no? I still don't know why in these conditions we keep risking having a tractor on-track, because it's just worthless. If you're going to red flag it anyway, why risk it?"

McLaren racer Lando Norris added: "How's this happened!? We lost a life in this situation years ago. We risk our lives, especially in conditions like this. We want to race. But this...unacceptable."

The director of the Grand Prix Drivers' Association Alex Wurz took to social media. He wrote: "We need to discuss a tractor on-track. We can keep it short: this must not happen guys."

RICCIARDO TARGETS F1 RETURN IN 2024

Australian Daniel Ricciardo has said that he will take a sabbatical from Formula 1 in 2023 and is working on a return to the grand prix grid the year after that.

The Australian, who will be replaced at McLaren by Oscar Piastri next term, has run out of options with the news that Pierre Gasly has tied up a deal with Alpine and Nyck de Vries will head to AlphaTauri. While there are still seats open at Haas and Williams,

Ricciardo is set to take a year out.

"I think it's now just [about] trying to set up for 2024," said the 33-year-old. "I think that there could be some better opportunities then. So that's really what all [these driver signings] confirm."

"Certainly, the plan is still to be involved in F1. I'd say this is kind of like just hitting pause for a little bit, as I see it, let's say, as far as my F1 career goes. The full intention is for '24."



Formula 1 will be on Sky TV once more

CHANNEL 4 AND SKY STRIKE UK F1 DEAL

Channel 4 and Sky Sports will both continue to broadcast Formula 1 in the United Kingdom after an extended deal was agreed last week.

Sky announced before the recent Singapore Grand Prix that it had inked a new agreement which meant it would continue to show F1 until 2029. Channel 4 struck a deal with Sky to continue its free-to-air highlights package of each race into 2023 and it will also show the

British Grand Prix live, as has been part of its recent agreement.

Channel 4 CEO Alex Mahon said: "It's fantastic news that motorsport fans will be able to follow all the action during the 2023 Formula 1 season on free-to-air television thanks to this latest deal with Sky. Our strong, long-standing relationship with our excellent partner Sky has delivered some fantastic moments for viewers."



Ricciardo has targeted a return to the top-flight in '24

GASLY CONFIRMS SWITCH TO THE ALPINE TEAM – AT LAST

French Formula 1 racer Pierre Gasly has finally been confirmed as an Alpine driver in the top-flight as he will join Esteban Ocon in the squad on what has been described as a "multi-year" deal.

The AlphaTauri driver

had long been touted as a replacement for Fernando Alonso, who is headed to Aston Martin to replace the retiring Sebastian Vettel. The 2020 Italian Grand Prix winner says that joining a team from his home country was a boost.

The 26-year-old, who

will sever his ties with AlphaTauri's parent firm Red Bull as a result of the switch, said: "I am delighted to join the Alpine family and begin this new chapter in my F1 career. Driving for a team that has French roots is something very special."

"I know the strengths of Alpine having raced against them over the past couple of years and, clearly, their progress and ambition is very impressive."

"I wish to thank Red Bull as this marks the end of our nine-year journey together," he added.

"It is thanks to their trust and support that I became a Formula 1 driver, and what we've achieved with Scuderia AlphaTauri over the last years has been very special."

Alpine team boss Otmar Szafnauer said the squad was pleased to finally get its man. "He is a proven talent within F1, and we are looking forward to harnessing that within the team," said Szafnauer.

"Our team has several objectives for the coming seasons and I firmly believe our driver line-up is a great reflection of the team's high ambitions."



Pierre Gasly's long-awaited switch to Alpine has been confirmed

RACING NEWS

CHILTON BACK FOR MORE BTCC WITH HYUNDAI IN 2023

British Touring Car Championship title winner Tom Chilton will remain with the Excelr8 Motorsport Hyundai team next season.

The 37-year-old will handle a new i30 N Fastback machine, which is being built up over the winter to include further refinements to the hatchback, for a second year and this will be his 17th campaign in the tin-top series.

The 14-time race winner will form part of the team's four-car assault on the 2023 title. Chilton said: "I'm absolutely delighted that we have the opportunity to build on everything we have learned in 2022.

"The continuity of staying with the same team is something that I have lacked over the last few years, but having now agreed this extension, I truly believe that people are going to see a very different Tom Chilton on track in 2023."

He said behind-the-scenes work with the chassis will make it a more promising season for him next term.

"This year, a lot of time has gone into developing the Hyundai to give me what I need from a car, and the improvement in pace has taken me closer to where I want to be – and where I know I should be," added Chilton. "All of that work behind the scenes can now be carried over into the new car, and it means I'm going to be in a much stronger position going into the new season; arguably the strongest position I've been in for a while."



Chilton: staying onboard

MOTORBASE BEGINS PLANS FOR 2023 CAMPAIGN

The Motorbase Performance team could field new machines in the British Touring Car Championship from next season and has begun a feasibility study into its options.

The four-strong squad has run Ford Focus cars for Ash Sutton, Dan Cammish, Ollie Jackson and Sam Osborne over the last season but is keen to look at a newer model that runs a rear-wheel-drive layout.

Initially, Motorbase boffins looked at an Audi platform by this was vetoed by rival teams, while a plan to operate a Jaguar has also been shelved. The options appear to lie between a Mercedes model and an Alfa Romeo, although no final decision has been made as yet. Team boss Pete Osborne said: "We are assessing everything."

The big prize: champ on top



Ingram fended off allcomers



Photos: Jakob Ebrey, Holden, Steve Hindle

INGRAM REALISES 'LIFETIME' AMBITION WITH MAIDEN BTCC TITLE SUCCESS

Tin-top winner says he thought that overall silverware was out of reach

By Matt James

New British Touring Car Championship title winner Tom Ingram says claiming the crown has been the fulfilment of a lifetime's ambition – although he doubted it would even come his way after so many near misses.

The 29-year-old Excelr8 Motorsport Hyundai i30 N driver prevailed in a

four-way showdown at Brands Hatch last weekend by winning the opening two races in Kent and then finishing fifth in a tense finale to fend off Ash Sutton (Motorbase Performance Ford Focus) and Jake Hill (MB Motorsport BMW 330e M Sport).

Ingram joined the BTCC in 2014 and had finished in the top four of the standings on four occasions before finally prevailing on Sunday.

"I've thought about this moment for

literally my entire life," said a tearful Ingram as he stepped from his car afterwards. "Never did I think it would ever come. We have had a few chances before, and it has never quite worked out.

"It is a hard feeling to put into words how this feels and there is so much credit due to so many people. When you have devoted your life to this, and then to finally achieve it, it has been such an amazing journey."

Outgoing champion Ash Sutton also paid

tribute to the new winner. Sutton went to parc ferme after the race to hand over the number one car sticker and he placed it on Ingram's Hyundai.

"Fair play to Tom – he has been a great rival this year and he thoroughly deserves it," said the three-time champion, who finished second in the standings. "The [Excelr8] team and Tom turned up with a package we just couldn't beat, so all credit to them."

HOLDEN CLAIMS THE BATHURST 1000 GLORY IN THE GREAT RACE

Shane van Gisbergen has moved to within touching distance of the Australian Supercars title after sharing victory in the Bathurst 1000 with Garth Tander.

The Triple Eight duo dominated the event and finished clear of the similar machine of Chaz Mostert and Fabian

Coulthard in their Walkinshaw Andretti United car with the Tickford Ford Mustang of James Moffat and Cam Waters in third spot.

Van Gisbergen extended his lead over Waters in the drivers' championship and there are four rounds of the series

remaining in the campaign in 2022.

It was the last appearance at Mount Panorama for Holden as an official brand, as the car is no longer built and, unless it is successful in the hands of privateers, that calls time on the make's victory chances.



The winning Holden at Bathurst

BTCC RACING AIMS AT REVAMPED ASSAULT

The race-winning BTCC Racing British Touring Car Championship team is looking to refresh its attack on the series next year and is eyeing the introduction of a brand-new car.

The team, which finished first in the Independents Teams' title chase this season, fielded Team Dynamics-built Honda Civic Type Rs for Josh Cook, Jason Plato and Jade Edwards this term. Team owner Steve Dudman has revealed some ambitious plans for next term that could include expanding to a four-car operation as well as introducing a new a new marque.



BTCC could expand in 2023 bid

Dudman said: "Next year we are considering all of the options that sit with us. I do think that we would prefer to build our own cars with our own engine programme. We have started looking down that route and we are a long way down that path."

Dudman said that no decision had yet been taken as to whether it would be a front-wheel-drive or rear-wheel-drive machine, but he said that he expected to make an official announcement at the start of November. "I think we need to play our part in bringing a fresh look to the championship with some fresh cars," added Dudman. "We love our Honda and Team Dynamics have done a great job with the build of that car and we enjoy working with them."

"If we are going to build our own cars, then I will build four of them and we will get another [TOCABTCC] licence and attack it fully. It could be that we run two pairs of cars from different manufacturers."



MARTIN HAS A LUCKY ESCAPE

The opening Porsche Carrera Cup race at Brands Hatch was halted on lap eight when Will Martin's Richardson Racing machine made contact with Theo Edgerton's JTR-run car at Paddock. Martin was spun to the inside, vaulted the barriers and ended up perched on top of a marshals' hut. No-one was injured in the incident.

RACING NEWS

GT CUP CHAMPS SET FOR BRITISH GT BOW

Newly crowned GT Cup champion duo Simon Orange and Michael O'Brien of Orange Racing will join British GT's grid at Donington Park this weekend in their McLaren 720S GT3.

The effort sealed GT Cup's overall and GT3 drivers' championships plus the teams' title at last weekend's Snetterton finale. O'Brien alongside James Baldwin in a Team Rocket RJN McLaren fought for the British GT3 title in 2020. O'Brien and Orange, having last year driven separately for Orange Racing in lower GT Cup classes, paired up in a 720S this season. They told MN in July they were eyeing a 2023 British GT campaign.

Orange said of Donington: "It will be a good test of where we are in our first year of GT3 racing and to race against the other great drivers, and teams, in the UK's elite GT series is really exciting."

O'Brien added: "Having followed it [British GT] closely over the course of the season I was delighted when the opportunity opened up for us to race at the Donington Decider. Despite this being our first British GT appearance, the expectation of myself and the team is very high; we're here to win and that's very much the objective for Donington."



Orange pair aiming high



LOGGIE ON THE CUSP OF MAIDEN BRITISH GT TITLE

GT3 and GT4 championships will be resolved in Sunday's televised Donington finale

By Graham Keilloh

A fifth-place finish in Sunday's British GT Donington Park finale will secure long-time championship leader Ian Loggie his first overall GT3 crown but three other crews remain in title contention.

Loggie in a RAM Mercedes leads the standings by 24.5 points, meaning fifth place at Donington will make the championship his.

Second-in-the-table Barwell Lamborghini pair Adam Balon and Sandy Mitchell, 2 Seas Mercedes duo James Cottingham and Lewis Williamson and Enduro McLaren pair Morgan Tillbrook and Marcus Clutton also are in range of top spot. But Balon/Mitchell and Tillbrook/Clutton will at Donington serve success penalties of an additional 15 seconds and 20s respectively in the race's mandatory pitstop, after finishing in the top three in the previous round at

Brands Hatch, while Loggie has no penalty to serve.

In addition Am driver Loggie's star driving partner Jules Gounon is expected to return to drive alongside Loggie at Donington having missed Brands with a back injury.

Three crews are in contention for British GT's overall GT4 crown, with Newbridge Aston Martin pairing Matt Topham and Darren Turner 12.5 points clear of Richard Williams and Sennan

Fielding in a Steller Audi and 20.5 points clear of R Racing Aston pair Josh Miller and Jamie Day. Second place will secure Topham/Turner the crown.

Topham/Turner and Williams/Fielding have success penalties of 20s and 15s respectively. However Williams/Fielding and Miller/Day, as Silver Cup crews, have a 26s longer minimum stop time than Pro-Am's Topham/Turner.

Sunday's two-hour race will be televised live on Sky Sports F1, starting at 1300hrs.

TURNER LOOKING FOR FINALE PACE

British GT4 championship leader Darren Turner says more pace needs to be found in his Newbridge Aston Martin Vantage ahead of this weekend's Donington Park title decider.

Turner and partner Matt Topham lead GT4's standings heading into Donington (see lead story) after winning the penultimate round at Brands Hatch. However the win was aided by safety car interventions.

Turner told Motorsport News: "We still don't have the ultimate pace that we need, so we need to think hard between now and Donington to see how we're going to get that."

"It's really good having the two young guns in R Racing [also in a Vantage], you can see that there's a bit of pace there. So we need to look at ourselves and find a bit more performance in ourselves, a bit more performance in Matt and a bit more performance in the car."



Turner is looking for GT4 prize



Mittell is in prime position to win Praga R1 car next weekend

PRAGAS FIGHT FOR £200K PRIZES

Mittell Cars is in pole position for a prize Praga R1 car as inaugural Praga Cup UK champion ahead of next weekend's October 22-23 Donington Park double-header finale.

Gordie Mutch and Jimmy Broadbent's factory entered car leads the main standings, while 19 points shy in second place – leading those eligible for the grand prize of a factory R1 – is Mittell Cars' Scott Mittell and Charles Hall. RAW Motorsports' Rob Wheldon and Ben Stone are third, a further 19 points back.

In addition the professional and amateur drivers' championship

winners get a paid arrive-and-drive entry for a 24-hour endurance race, for second place there's paid entry for 2023's Praga Cup plus there's a Praga kart for third. The prize pot is worth over £200,000.

Praga Cars UK CEO Mark Harrison said: "Our primary objective was to offer drivers and fans a highly competitive series, and the proof is here in the points."

"Now that the official points have been published, we expect that teams and drivers will be even more motivated to drive to their best ability, especially with the level of prizes available."

FORMULA WOMAN PUTS BRAKES ON 2022

Formula Woman's boss has promised its prize drives will resume in 2023 after its McLarens didn't race in last weekend's Snetterton GT Cup finale or at Donington Park last month.

Graeme Glew, the director of Formula Woman's operating company, cited to Motorsport News a number of factors behind the withdrawal but promised that its current competition winners will have their prize drives honoured with a full season of racing next year.

It's been a turbulent year for the two driver pairings – Erika Hoffmann and Jodie Sloss, and Sara Misir and Steph Sore – who were also forced to miss the first two

rounds of the year as neither the cars nor they were ready. Hoffmann however insists she and the other drivers remain positive and eagerly await a renewed test programme. "Formula Woman explained the situation and we all understood and agreed that it was the right move for us and them," Hoffmann said. "Obviously, it's disappointing [to miss the finale] but it was the right decision. We can now look forward to 2023 and learn from the experiences already gained."

Formula Woman meanwhile continues to sell places for its next competition and will look to promote its winners to race seats by 2024.



Formula Woman prize is deferred to 2023

RACING NEWS

IN BRIEF

Iwasaki at Elite

Ayato Iwasaki is set to join Elite Motorsport's GB3 line-up at the championship's Donington Park season finale this weekend. The Japanese has raced in the Formula Regional Asian championship this season, as well as in Formula 4 Japan rounds, in his first year after graduating from karting.

MSV fined

MotorSport Vision has been fined £158,000 and will pay prosecution costs of £250,000 in a case brought by Cheshire West and Chester Council after motorcyclist Michael 'Mick' Carson was killed in a 2013 Oulton Park track day accident. Five bikers crashed in the incident at Hilltop and MSV pleaded guilty, accepting its risk assessment was not 'suitable and sufficient'.

VWs to BRSCC

The Classic VW Cup is joining the British Racing and Sports Car Club's portfolio for 2023 and beyond. The series, which raced with the Track Attack Race Club, caters for pre-2006 Volkswagens, Audis and Seats, and has a 'GT' category. Classic VW Cup series organiser Chris Adams said the decision to join the BRSCC was unanimous among its racers.

BROWNING AND GRANFORS BULLISH FOR GB3 FINALE

Both title battlers confident as handful of points separate them before triple-header



It's hard to split Browning/Granfors

Photos: Jakob Ebrey

By Graham Keilloh

GB3 championship protagonists Luke Browning and Joel Granfors are both in bullish mood as they head into this weekend's finely poised title-deciding Donington Park triple header.

Hitech GP racer Browning leads Fortec man Granfors by just 16.5 points with 35 points on offer for winning either of the two non-reversed grid races and likely even more points are available in the reversed-grid finale where marks are also given for gaining places.

The pair have been virtually inseparable throughout a topsy-turvy campaign, and Browning overtook Granfors in the standings during last month's Brands Hatch penultimate round wherein Granfors suffered front wing

damage in the final race.

Browning told Motorsport News: "It's still all to play for, we're now back on form," adding that his Donington aim is to "pole it, win both [non-reversed grid] races and then go home. Stay focused on the job at hand, complete the process and the outcome will sort itself out."

Granfors told MN: "We were pretty quick around Donington last time with the pole position. Luke qualified P6, he wasn't that great. I'm looking forward to Donington."

"I don't have anything to lose anymore, I'm second in the championship and whoever's P3 is more than 100 points [behind] so they're going to need a miracle to be able to get P2. So I'm just going to get my head down for Donington and try to make the ground up."

BORDER REIVERS RETURN

Border Reivers Racing is returning to competition in the forthcoming Formula Ford Festival and Walter Hayes Trophy with New Zealand champion James Penrose leading an intended two-car line-up.

The team, famous for starting Jim Clark's career, last raced in a one-off 2021 Knockhill appearance with National FF1600 champion Neil MacLennan, and Jamie Thorburn – son of team manager and twice Scottish champion Stuart – last did National rounds in 2019.

The team's participation in the events comes via a partnership with New Zealand Formula Ford wherein 2021 champion Penrose, 26, races a Ray with another car to be filled. Stuart Thorburn also

hopes the team will compete in FF1600 full-time in 2023 and beyond.

He told Motorsport News: "[Constructor] Gavin Ray's put our name forward to the guys in New Zealand. Gavin's sold quite a lot of cars out there so he has a relationship. We're hoping we can make this a regular thing, along the same lines as the American or Canadian scholarship. We've got all the ingredients hopefully to do well."

"We're hoping to find a couple of drivers for next year to do the National championship or the Northern championship, something in 1600. That would be with anybody [not necessarily from New Zealand]."



Famous squad is hitting FF1600 tracks again

GB4 GRID BOOST

GB4 has an entry boost for its inaugural season's Donington Park finale this weekend with returning former BRDC Formula 3 driver Oliver Clarke plus Ginetta Junior aces joining the grid.

Clarke, who took two podium finishes in 2020's GB3 predecessor campaign with Hillspeed, boosts that team's entry for the round wherein it fights for GB4's teams' and drivers' titles. The 19-year-old returns to competitive track action having tested with Hillspeed, including at GB4's media day.

Clarke said: "I'm buzzing to be back racing, especially with the Hillspeed guys. When I tested the car at Donington I was quick out of the box, so I'm feeling pretty confident we should be able to challenge up at the front."

Meanwhile 2022 Ginetta Junior overall runner-up Will Macintyre

makes his GB4 and single-seater debut this weekend with his current team Elite Motorsport.

Fifteen-year-old Macintyre has taken 15 overall podiums including six victories in Ginetta Junior this year and completed the campaign with a win in last weekend's Brands Hatch season finale race.

There will also be a new GB4 team competing this weekend with Scorpio Motorsport running just-turned 16-year-old Aqil Alibhai for his single-seater debut. Alibhai has taken five overall podiums in Ginetta Junior this season, plus a winter series race win late last year, all with Elite.

Scorpio has supported Christian Lester's occasional Rossoverde Racing entry this year and Lester also returns to GB4's grid at Donington.



EX-BRDC Formula 3 racer Clarke is making comeback in GB4

MARTINS GETS TEAM BRAZIL FORD FESTIVAL SLOT

The winner of the first Team Brazil Scholarship to get a place in the forthcoming Formula Ford Festival has been selected and is Brazilian Formula Vee champion Wallace Martins.

Selecting a winner from the six high-quality finalists was a tough task, but the judges – three-time UK

Classic Formula Ford champion Adriano Medeiros and veteran racer Djalma 'o Monstro' Fogaca – narrowed them down to two via taking a variety of factors into account. And 19-year-old Martins was then selected from the contending pair. Martins will compete at the

famous Brands Hatch Formula Ford event on October 22-23 with the Swift Cooper team, with which Castle Combe FF1600 champion Luke Cooper is a frequent frontrunner.

Martins starts his preparation with a trip to iZone Driver Performance centre before testing at Brands.



Martins wins inaugural FFF prize

RALLY NEWS



Paul Nagle has decided to call time on his co-driving exploits



Nagle partnered Breen this year



Success came with Meeke in '16

NAGLE TO CALL HIS FINAL PACENOTE IN SPAIN

Irishman announces retirement with James Fulton linked to Breen co-driving role

By Graham Lister

Craig Breen will have a new co-driver on the season-closing Rally Japan next month after Paul Nagle, his long-term wingman, announced his retirement from the sport last week.

Nagle, 44, linked up with Breen for the first time in 2012 when he guided the younger Irishman through the devastating loss of Gareth Roberts, who was killed in a crash on the Targa Florio Rally in Sicily in June of that year. With Nagle's support, Breen completed the season by lifting the Super 2000-based SWRC title

in highly emotional scenes.

The Breen-Nagle partnership continued into 2013 but ended when Nagle joined forces with works Volkswagen driver Andreas Mikkelsen for the final two events of the WRC season.

Nagle then co-drove Kris Meeke – who he partnered to the Intercontinental Rally Challenge title in 2009 – until midway through 2018, their partnership effectively ending when Meeke was dropped by Citroen in the aftermath of their dramatic Rally of Portugal crash, from which they were fortunate to emerge unscathed.

Despite having no full-time

programme for 2019, Breen called on Nagle again. They took six outright wins on national-level events before they joined Hyundai Motorsport, their employer up until the end of 2021. During their time with the South Korean make, they took five podiums in the WRC and one in the European championship.

After bagging a podium on January's Monte Carlo Rally, their debut for M-Sport, they've managed just one top-three finish since then with their crash on Rally New Zealand extending a miserable sequence, leading to Breen coming under increasing pressure.

Nagle, for whom Rally Spain from October 20-23 will mark his final competitive start having been the setting of his WRC debut in 2004, currently has five WRC wins and 18 podiums to his name.

In a Facebook post, Nagle thanked his wife Cathy and acknowledged the role Breen and Meeke had played in his career: "To Craig and Kris, thank you both for making the dream happen. We have made amazing memories".

Although there has been no official confirmation, Josh McErlean's co-driver James Fulton, 30, has been tipped as Nagle's replacement.

SOLBERG A FACTORY HYUNDAI WRC DRIVER NO MORE IN YOUNG DRIVER BLOW

Days after Kalle Rovanpera made history as the youngest winner of the World championship aged 22, 21-year-old Oliver Solberg is facing an uncertain future in the sport after learning that his factory Hyundai deal will not be renewed.

Petter Solberg's son joined Hyundai on a two-year development deal with a handful of World Rally Car outings added to a Rally2 campaign in 2021 ahead of an eight-event Rally1 effort this season. Although there had been no obvious suggestion from Hyundai that its alliance with Solberg would continue, the decision represents a huge blow for the Swede – and the young driver market – with Hyundai team boss Julien Moncet conceding that he needs three



experienced drivers to fight for the WRC title in 2023.

"Oliver has been a great asset," said Moncet. "However, we have seen the benefits of having an experienced crew. This will be our focus for 2023."

Despite his unwillingness to compete full time again,

Hyundai driver Dani Sordo is considered the ideal choice for an all-season campaign alongside Thierry Neuville and Ott Tanak, having taken three podiums from three starts so far in 2022. "I have to respect the team's decision and its plan to go with three cars in its line-up," Solberg said. Solberg, who is co-driven by Brit Elliott Edmondson, finished 11 of the 22 events he started for Hyundai and was fourth in Ypres in August.



Oliver Solberg will not be part of Hyundai's plans in 2023

THAT'S ALL FOLKS AS INGRAM'S WRC2 SEASON FINISHES

Chris Ingram's World championship season is officially over as a result of his huge Acropolis Rally crash last month.

Ingram was momentarily trapped in his badly damaged Skoda Fabia, which had also caught fire, after it plunged down a steep drop on the Greek event.

The cash-starved Briton, who suffered a hand injury in the process, confirmed he would not be competing in Spain or Japan and said: "Due to my hand having still not recovered 100% as well as the car repair bill, my 2022 WRC season ends here. It's been the most exciting season of my career

and I firmly believe that whilst we have achieved some strong results, this is the tip of the iceberg of what I am capable of with my driving and pace.

"Craig [Drew] and I have fought with the best and won stages against drivers with many years of WRC experience, but who also have the benefit and advantage of manufacturer backing. I am already fully focused on 2023."

Ingram is expected to continue with Toksport, the Germany-based Turkish team that guided him to the European championship crown in 2019.



Ingram won't return in '22 after crash



New Zealand chiefs aim for a 2024 return

NZ BOSSSES LOOK TO 2024 WRC RETURN, AZORES DROPPED FROMERC

The World and European championships are set to go ahead next year without their most spectacular events following confirmation that Rally New Zealand and the Azores Rallye will be missing from the 2023 WRC and ERC schedules respectively.

Rally New Zealand returned to the WRC earlier this month following a 10-year absence. But event chiefs conceded that there would be no repeat in 2023, despite previous suggestions to the contrary, with hopes instead resting on a 2024 calendar slot, a prospect

WRC Promoter head Jona Siebel suggested was very real.

"With the amount of work that [the organisers] have done, along with the great support the sponsors and partners, we want to find a way to make sure this effort can

be capitalised on with a strategy for a future return," Siebel said. "This will require a clear commitment from central government as well as Auckland [city], and we're very much in the mix with these negotiations."

Rally New Zealand boss Peter Johnston said: "We are confident that after a successful event we will be in a strong position to be included on the 2024 WRC calendar."

MN understands five events outside Europe will still be included on what is believed to be a 14-round 2023 WRC calendar.

The future of the European championship Azores Rallye is also unclear, however, after it was informed by WRC Promoter that it won't be included on next year's ERC schedule in an effort to achieve a more centralised calendar.

RALLY NEWS

HYUNDAI SWITCH WON'T ALTER MACKINNON'S MULL RALLY AMBITION

Three-time winner will sample new machine on classic island challenge



Photos: Jakob Ebrey, Ben and Paul Lawrence

MacKinnon will use this Hyundai i20 R5

By Luke Barry

Paul MacKinnon will drive a Hyundai i20 R5 for the first time on this weekend's 50th edition of the Mull Rally but is confident that won't blunt his challenge for victory.

MacKinnon usually hires a Ford Fiesta Rally2 but the car wasn't available, so instead through a chance conversation he'll use the same Albatec Racing Hyundai that Hayden Paddon took to Rally Ceredigion victory last month.

He told MN: "Definitely for a point there [it looked like I couldn't do it], you see each year 'ach I don't think we'll manage' but this year we were really drawing blanks, and it was a bit of luck there, a chance conversation at the right time, which got us here. It's

such a long rally now, 150 miles and the types of roads is sore on the car, sore on the driver, it's about being clean and tidy. The person who has the least amount of issues is usually the person who comes out on top

"We don't really go in many cars recently so even if the Fiesta came this year, I wouldn't have much muscle memory I suppose. I know there'll be differences with the Hyundai but I'm hoping they're subtle ones."

Daniel Harper heads the entry ahead of MacKinnon, with fellow local aces John MacCrone and Calum Duffy leading the Escort charge.

As ever, the event will be a huge challenge with three legs, two at night, and one stage as long as 31 miles. Resurfacing and longer bracken could also alter the profile of the roads on the island.

WOOD CELEBRATES ASPHALT TITLE

Aberystwyth driver Steve Wood is celebrating his first Asphalt Rally Championship title after an assured performance on the Chris Kelly Memorial Rally.

Wood went to the Isle of Man for the first time and finished third overall, ensuring the ARC title at his first attempt

in his Ford Fiesta WRC. Over the last decade, Wood has done most of his rallying in Ireland and told MN that the Isle of Man roads were a big challenge.

He said: "That was the first time I've ever been to the Isle of Man to compete and I thoroughly enjoyed it. It's

really tough. You know, when you're rallying to the notes you come across things which are not on the notes. We just don't see them on the recce. I was a bit disappointed on my performance on Friday but I was glad to get through it. I enjoy rallying at night."

Though he has no firm plans for 2023 yet, he might well done some more ARC rounds as well as more events in Ireland. "That's the first time I've tried the championship and it has gone well. I think I'll also go back to Ireland next year and do a few rallies more over there," he added.



Wood has become a fan of rallying on the Isle of Man after his title

HIRST ON TARGET FOR THE WELSH CHAMPIONSHIP CROWN

Matthew Hirst is set to clinch the Welsh Rally title on Saturday's Wyedean Stages.

Hirst and co-driver Declan Dean have won four of the five rounds to date

and only a rear-suspension failure on their Ford Fiesta R5 on the Woodpecker Rally has interrupted their dominance of the championship. With early challenger

Dylan Davies not entered for the Forest of Dean event, which is round six of seven, Hirst only needs to finish in the top six to be secure as champion in his debut season in the R5 car.

Hirst and Dear are seeded as car one on the Wyedean, which has a capacity field of 90 cars. Having won the event the last time it ran in 2019, Hirst is keen to seal the title with a victory.



Stone will return for another Asphalt attack next term

STONE READY FOR ASPHALT RETURN

Leading Asphalt Rally Championship contender John Stone has pledged to return to the series in 2023 after finishing third in this year's overall standings in his VW Polo R5.

Stone went to the Isle of Man in contention for the title but eventually took third place behind Steve Wood and Neil Roskell after electrical issues hampered the pace of

the Polo. He was co-driven by Laura Connell.

Stone said: "Steve and Neil have driven really well, and we'll be back next year. Some of the potential championship rounds that have been suggested are right up my street."

Shortly before the Isle of Man trip, Stone took overall victory on the Promenade Stages with his son Alex co-driving.

ROSKELL AIMS TO SIGN OFF SEASON WITH GOOD RESULT ON MULL

Neil Roskell will try and finish a stellar season on asphalt with a strong result on the Mull Rally this weekend in his Ford Fiesta R5.

Back in the spring Roskell and co-driver Andrew Roughead won the MN Circuit Rally Championship and recently added the North of England Tarmacadam Rally Championship with a hat-trick of wins on the final three rounds.

Roskell's chances of adding the Asphalt Rally Championship title to his tally were hit by the cancellation of the Three Shires Stages but he took



Roskell is aiming for a finish inside the top five on the Mull clash

JONES AND ROGERS LOOK AHEAD AFTER R2 CUP GLORY

Jonathan Jones and Jez Rogers secured the BTRDA R2 Cup title on the Trackrod Forest Stages.

The Shropshire Ford Fiesta R2 crew needed only a top-two finish in the R2 ranks in Yorkshire and achieved that by finishing second to Tony Simpson.

They have done a full BTRDA season and have scored in the top three on every round apart from the season-opening Malcolm Wilson when they retired with gearbox failure. Jones said: "That was our first time in Yorkshire, so we just went out and enjoyed the day. I'd like to step up now and try and get into a four-wheel-drive car. But we've got no firm plans yet."

MOTORSPORT UK COMMITS TO BRITISH RALLY CHAMPIONSHIP

Motorsport UK has confirmed its ongoing commitment to the British Rally Championship for 2023 and beyond despite just 10 registered contenders taking part in the recent Rally Yorkshire.

A statement to MN said: "Motorsport UK is fully committed to the British Rally Championship and ensuring it is an exciting proposition for drivers and fans. The 2022 championship is not yet over but planning for the 2023 season is well underway and plans will be announced in the coming weeks."

A shake-up to the calendar is expected and sources suggest at least one well-established rally will join the BRC roster for the first time in 2023.

PEARSON TURNS HIS BACK ON FORD FIESTA RALLY2

Title winner will continue competition in Skoda Fabia R5

By Luke Barry

Garry Pearson will see out the British Rally Championship season in a Skoda Fabia R5 as he feels the Ford Fiesta Rally2 he used earlier this year doesn't suit him.

Pearson won four national titles last year in a Fabia hired from Dylan Davies but switched to an NPL Rally Hire-run Fiesta Rally2 for his more concentrated BRC campaign in 2022. However Pearson reverted to the Skoda for the recent Rally Yorkshire and has no plans to go back.

Pearson told MN: "The main reason for the change was looking at 2023, I had decided I didn't want to be in a Fiesta.

"That was the thinking. I preferred the chassis on the Skoda, I don't mind coming out and saying that it suits my driving style better, so it's just a case of us really now preparing for 2023. We want to get a campaign together for that.

"I'm not saying the Skoda will be the car for that," he added. "But it's a team I'm familiar with, it's a car I'm familiar with so I want to try Hankooks on that and develop the tyre on a car that I know the chassis works for me."



Photos: Jakob Ebrey, Ben Lawrence

Pearson is more at home in the Skoda



Beddoes will run his Ford Escort

BEDDOES TOOK INSPIRATION FROM SHOWJUMPER

Nick Beddoes says that Olympic showjumper Nick Skelton was the inspiration behind his return to rallying after a 22-year sabbatical.

Beddoes rallied extensively in the 1980s and 1990s but then quit the sport and sold his Ford Escort Mk2. However back in

2016, when he saw Skelton take another Olympic gold medal at the age of 58, Beddoes decided he really should have another go at rallying.

He opted for a modern-specification Escort Mk2 with a 2.5-litre Vauxhall engine, a six-speed sequential gearbox and

state-of-the-art Reiger dampers.

Speaking to MN at the recent Castle Combe Rallyday, Beddoes said: "The car's only done 19 rallies and it's just been back to Melvyn Evans for a suspension set-up."

He ran it at Castle Combe to test the new suspension settings.

"We went to Clacton in April and had complete brake failure, which was a bit of a shock," he said. "Then we missed out on the Three Shires, which would have been our local event. I may do one of the circuit events over the winter, and then we'll go back to Clacton next April."

ROAD RALLY ROUND-UP

HUGHES-JONES PULLS CLEAR ON THE MEIRION CLASH

Arwel Hughes-Jones and Dafydd-Sion Lloyd dominated the Rali Meirion to come home over two minutes ahead of the field.

Three crews cleaned the first section of the rally, which used the infamous Kings White to the south of the Mawddach estuary. These three were Hughes-Jones/Lloyd, Iwan Jones/Andrew Lowe and Gavin Edwards/Ryan Griffiths.

Jones/Lowe took the lead on the next section, which was on the outskirts of Dolgellau. They were five seconds ahead of the other two crews. However on the third section they were penalised for missing a route check and the resultant fail dropped them to 19th place at the finish.

The challenge from Edwards/Griffiths came to a similar end as they were adjudged to have

missed a check in the Dolgellau maze. This allowed Hughes-Jones/Lloyd to pull away from their remaining pursuers to add the Meirion to their Rali Llyn win from earlier in the year.

From fourth position at petrol, Iwan Roberts and Tudur Griffiths charged through the second half, but still ended one second behind the runners-up, Richard Jerman and Daniel Jones.

Six fastest times on the eight test Ilfracombe Targa meant that Chris and Jamie Woolley took a clear win on the event. Second-placed Lewis Ayrис and Simon Lassam were the only crew within four minutes of the winners at the finish.

Ian Mills
Results
E Roberts Memorial Rali Meirion
Organiser: Harlech & District Motor Club
When: October 1-2 **Where:** North West Wales **Championships:** ANWCC

Route: 97 miles **Starters:** 57.
1 Arwel Hughes-Jones/Dafydd-Sion Lloyd (Ford Escort) 2m53s; 2 Richard Jerman/Daniel Jones (Escort) +2m11s; 3 Iwan Roberts/Tudur Griffiths (Toyota Corolla); 4 Carwyn Evans/Dylan John Williams (Ford Escort); 5 Dewi Jones/Iwan Jones (Mazda MX-5); 6 Declan Mason/Jamie Mills (Ford Puma); 7 Deion Atkinson/Aron Jones (BMW 318ti); 8 Brynli Thomas/Tudur/Brian Jones (Peugeot 206 GTi); 9 Sion Jones/Michael Jones (Peugeot 205 GTi); 10 Meirion Llywd Huws/Guto Sion Williams (Mazda MX-5). **Class winners:** Huws/Williams; Rhys Jones/Kieran Williams (Subaru Impreza WRX). **Class winners:** Gillard/Light; Raymond/Raymond.

Ilfracombe Targa Rally
Organiser: North Devon Motor Club
When: October 2 **Where:** RMB Chivenor
Championships: ASWMC & CSMC **Tests:** 8 (32 test miles) **Starters:** 32.
1 Chris Woolley/Jamie Woolley (BMW E30) 67m08s; 2 Lewis Ayrис/Simon Lassam (MG ZR) +1m44s; 3 Jamie Raymond/Gemma Raymond (Ford Fiesta); 4 Will Jefferis/Tom Jefferis (Mazda MX-5); 5 Paul Gillard/William Light (Ford Fiesta); 6 Ryan Harris/Darren Stevens (Daihatsu Sirion); 7 Luke Quinnell/Zak Linham (Mazda MX-5); 8 David Webb/Sophie Louise Buckland (Daihatsu Sirion); 9 Gareth Andrews/Steve Cox (Proton Compact); 10 Pete Fowle/Martin Fowle (Nissan Micra). **Class winners:** Gillard/Light; Raymond/Raymond.



The Strength of Experience

flowforming

Tel: +44 (0) 1952 582 825

Fax: +44 (0) 1952 582 821

speedline
Corse

e-mail: info@speedlinecorse.co.uk | website: www.speedlinecorse.co.uk

SPORTING SCENE NEWS

BRISSCA F2 ROUND-UP

Shearing hits the front early to win



Shearing held on to victory

In last weekend's only BriSSCA Formula 2 fixture, David Shearing was triumphant at Skegness, taking his first main-event win of the season.

Dutchman Aartjan van Dam rolled his car as Shearing made rapid progress towards the front, passing Daz Seneschall for the lead with only a quarter of the race run. Ben Bate and Billy Webster also worked their way through to second and third before half-distance and the top three remained relatively strung out for the rest of the race as much of the action happened behind them.

National Series contenders Charlie Guinchard and Dave Polley had at least one eye on each other throughout the meeting. Polley beat Guinchard to victory in their heat and then sent him wide in the final. Guinchard's retaliation came when he cannoned another car into Polley and spun the World champion. Polley could only recover to 10th, while Guinchard chased Harley Burns home in sixth before adding a win in the grand national allcomers race.

With rounds at King's Lynn and Cowdenbeath to come ahead of the finale at Bradford next month, Guinchard has extended his points advantage over third-placed Polley to nearly 70, while second-placed Burns is over 50 adrift.

Mark Paulson

Results
Organiser: Skegness Raceway When: October 9 Where: Skegness Raceway Starters: 54. 1 David Shearing; 2 Ben Bate; 3 Billy Webster; 4 Adam Rubery; 5 Harley Burns; 6 Charlie Guinchard; 7 Charlie Fisher; 8 George MacMillan Jr; 9 Aaran Vaught; 10 Dave Polley.

BRISSCA F1: SKEGNESS BY COLIN CASSERLEY

WEBSTER HITS HIS GROOVE AT SKEGNESS AND JUST DOESN'T LOOK BACK...



Shaun Webster prevailed

Shaun Webster has a liking for Skegness Raceway. Going into Saturday night's meeting the Saloon stockcar World champion has won five BriSSCA F1 finals, three of them at the Lincolnshire oval. He added another victory at the weekend in a hard-fought race.

James Hall-Morton led the early laps before Jason Wilkinson took over. He, in turn, lost the

lead when Casey Englestone barged into top spot.

Further back Catherine Harris and Bradley Harrison were making their move with Webster close behind. Englestone tangled with a backmarker, which allowed Harris to take the lead. Englestone tried to recapture the lead but only served to knock Harris wide in Turn 1. Webster saw his opportunity, hugged the inside

line and took a race-winning lead. Harrison followed and overtook Harris who recovered for third.

The winner said: "I like it around here, the car just seemed to be set up and right and I took my chances when I had them. I have no idea how close anyone was behind me, I don't have a mirror which helps me concentrate what is in front of me, not behind..."

Earlier in the night the annual

Trust Fund race in aid of the drivers' benevolent fund provided arguably the race of the year. Olly Spencer took the lead from pole position with Drew Lammas in second. Further back there was plenty of biff and barge with a bunch of around eight drivers changes places on each turn.

Tom Harris and Frankie Wainman broke free from the scrap and with the race entering

the closing stages they muscled their way into first and second with Spencer in third. With two to go, Lammas punted the leading trio wide to pull off a popular, if unexpected, win.

Results
Organiser: Skegness Raceway, BriSSCA F1 When: October 8 Where: Skegness Starters: 66. 1 Shaun Webster; 2 Bradley Harrison; 3 Catherine Harris; 4 Mat Newson; 5 Harrison Utley; 6 Tom Harris; 7 Wim Peeters; 8 Cortney Finnkin; 9 Frankie Wainman Jr; 10 Tsjelle Griedanus.

BRISSCA F1: SKEGNESS BY COLIN CASSERLEY

JORDAN FALDING FOLLOWS IN THE FAMILY WHEELTRACKS

The Falding family have been involved in stock car racing since the early 1960s when Rod Falding first raced. His son Peter became one of the sports all-time greats, winning the world final on four occasions, as well as the National Points, the British and European titles. On Sunday, Peter's son Jordan won his first final.

Jason Wilkinson led the early stages of the race with James Hall-Morton and Lewis Goodwin on

his tail. Falding began to make his move, passing Hall-Morton and Goodwin in Turn 1 before passing Wilkinson for the lead in Turn 3.

Further back, Karl Hawkins was making a move through the field. A yellow flag just after halfway bunched the field but Falding drove a flawless race keeping a few car lengths ahead of Hawkins. Tom Harris quickly moved from his eighth spot on the restart to third and with two to go moved into

second, but he was unable to catch the race leader.

It was an emotional win for Falding whose grandfather Rod passed away earlier this year. The winner said: "The car always goes well around here, I have come second a few times, I was second to Luke Davidson in this race last year, but finally got to win one. Now all three generations of won a final, just a shame that one of them is looking down on us."

Multiple title-winner Harris said: "Skegness is always tough, lots of cars, lots of action, and tough to make up places. I was pleased with the caution and made my move, I wanted Falding to watch his mirror a bit more, but he drove a great race."

Results
Organiser: Skegness Raceway, BriSSCA F1 When: October 9 Where: Skegness Starters: 60. 1 Jordan Falding; 2 Tom Harris; 3 Karl Hawkins; 4 Lee Fairhurst; 5 Olly Spencer; 6 Chris Cowley; 7 Bobby Griffin; 8 Tsjelle Griedanus; 9 Paul Hines; 10 Mat Newson



Falding made it three generations of winners

JENSON BUTTON: I WILL GET QUICKER WITH MORE SEAT TIME

Formula 1 champ knows he has a lot to learn in rallycross

Photos: Xcite, Ant Jenkins, Colin Casserley



Button ran well on his Nitro debut

By Hal Ridge

Formula 1 World champion Jenson Button says he needs to do more testing to become more competitive following his debut in the third round of the Nitro Rallycross Championship at ERX Motor Park in America earlier this month.

Driving for the Xite Energy Racing team, Button partnered with compatriot Oliver Bennett in the British squad racing single-specification electric FX1-X machines but F1's 2009 title winner struggled to match the pace of his team-mate. Button didn't make the final.

While Button's performance improved throughout the weekend and he challenged Bennett for second position in the Last Chance Qualifier

showdown, Button didn't make it to the main event.

Sharing the Xite seat with ex-World Rally Championship star Kris Meeke this year, Button is set to drive at the next two rounds of the Nitro RX season in Los Angeles and Phoenix.

"Having never driven on just dirt with jumps in a rallycross car, there was a lot to learn," he said. "It was probably more difficult than I thought it would be. My issue is that I'll do a run, learn and gain confidence and then go back out and the track is completely different. You have to adapt to a changing track and I'm just not used to doing that in a car I don't know."

"The team keep asking me what I want to change on the car and kept saying I didn't know. I need to do more testing [but] looking ahead to LA I'm definitely in a better place."



Veiby will head to San Marino

OCTOBER 8

BRISSCA F1: SKEGNESS BY COLIN CASSERLEY

WEBSTER HITS HIS GROOVE AT SKEGNESS AND JUST DOESN'T LOOK BACK...



Shaun Webster prevailed

Shaun Webster has a liking for Skegness Raceway. Going into Saturday night's meeting the Saloon stockcar World champion has won five BriSSCA F1 finals, three of them at the Lincolnshire oval. He added another victory at the weekend in a hard-fought race.

James Hall-Morton led the early laps before Jason Wilkinson took over. He, in turn, lost the

lead when Casey Englestone barged into top spot.

Further back Catherine Harris and Bradley Harrison were making their move with Webster close behind. Englestone tangled with a backmarker, which allowed Harris to take the lead. Englestone tried to recapture the lead but only served to knock Harris wide in Turn 1. Webster saw his opportunity, hugged the inside

line and took a race-winning lead. Harrison followed and overtook Harris who recovered for third.

The winner said: "I like it around here, the car just seemed to be set up and right and I took my chances when I had them. I have no idea how close anyone was behind me, I don't have a mirror which helps me concentrate what is in front of me, not behind..."

Earlier in the night the annual

Trust Fund race in aid of the drivers' benevolent fund provided arguably the race of the year. Olly Spencer took the lead from pole position with Drew Lammas in second. Further back there was plenty of biff and barge with a bunch of around eight drivers changes places on each turn.

Tom Harris and Frankie Wainman broke free from the scrap and with the race entering

the closing stages they muscled their way into first and second with Spencer in third. With two to go, Lammas punted the leading trio wide to pull off a popular, if unexpected, win.

Results
Organiser: Skegness Raceway, BriSSCA F1 When: October 8 Where: Skegness Starters: 66. 1 Shaun Webster; 2 Bradley Harrison; 3 Catherine Harris; 4 Mat Newson; 5 Harrison Utley; 6 Tom Harris; 7 Wim Peeters; 8 Cortney Finnkin; 9 Frankie Wainman Jr; 10 Tsjelle Griedanus.

BRISSCA F1: SKEGNESS BY COLIN CASSERLEY

OCTOBER 9

JORDAN FALDING FOLLOWS IN THE FAMILY WHEELTRACKS

The Falding family have been involved in stock car racing since the early 1960s when Rod Falding first raced. His son Peter became one of the sports all-time greats, winning the world final on four occasions, as well as the National Points, the British and European titles. On Sunday, Peter's son Jordan won his first final.

Jason Wilkinson led the early stages of the race with James Hall-Morton and Lewis Goodwin on

his tail. Falding began to make his move, passing Hall-Morton and Goodwin in Turn 1 before passing Wilkinson for the lead in Turn 3.

Further back, Karl Hawkins was making a move through the field. A yellow flag just after halfway bunched the field but Falding drove a flawless race keeping a few car lengths ahead of Hawkins. Tom Harris quickly moved from his eighth spot on the restart to third and with two to go moved into

second, but he was unable to catch the race leader.

It was an emotional win for Falding whose grandfather Rod passed away earlier this year. The winner said: "The car always goes well around here, I have come second a few times, I was second to Luke Davidson in this race last year, but finally got to win one. Now all three generations of won a final, just a shame that one of them is looking down on us."

Multiple title-winner Harris said: "Skegness is always tough, lots of cars, lots of action, and tough to make up places. I was pleased with the caution and made my move, I wanted Falding to watch his mirror a bit more, but he drove a great race."

Results
Organiser: Skegness Raceway, BriSSCA F1 When: October 9 Where: Skegness Starters: 60. 1 Jordan Falding; 2 Tom Harris; 3 Karl Hawkins; 4 Lee Fairhurst; 5 Olly Spencer; 6 Chris Cowley; 7 Bobby Griffin; 8 Tsjelle Griedanus; 9 Paul Hines; 10 Mat Newson



Falding made it three generations of winners

SUBSCRIBE AND SAVE

YOUR LIMITED TIME SUBSCRIPTION OFFER

UK DIRECT DEBIT SUBSCRIPTION OFFER!



TRY A SUBSCRIPTION TODAY
**PAY JUST £23.99
FOR 6 ISSUES**

*Fast Ford publishes 13 issues per year, annual subscriptions also available. Other UK offers and overseas postage also available. For full details visit shop.kelsey.co.uk/FTF

VISIT: shop.kelsey.co.uk/FTF22HA
OR CALL OUR SUBSCRIPTIONS TEAM
AND QUOTE FTF22HA

01959 543 747 Hotline open: Mon-Fri 8:30am-5:30pm

HISTORICS

DOWN THE PUB

TOM BRADSHAW

Chevron B19 racer with Masters Age: 34 Lives: Bolton



Bradshaw: former FPA driver

He started young

"My first season of racing in historics was in 2006, when my dad John came back to racing after a 15-year break. I went from racing karts at the time to dovetail racing a Formula Ford 2000 Royale RP27 with Formula Ford 1600. That was my first foray into historic racing, and I haven't done a season without racing historics ever since. The 1980s ground-effect car, the Argo JM6, was our main race car for Classic F3 with the HSCC. Meanwhile in modern racing, I did Formula Palmer Audi and the Porsche Carrera Cup where I was the first scholarship winner back in 2009."

He moved to Masters

"My first Masters event was Brands Hatch in 2019, where I suffered brake failure in the Chevron B19. Then came Zandvoort, and that was my first win in the car. I'm from Bolton, which is where Chevrons were made. My dad always wanted a B19, so we bought one from Sweden and it was restored by a couple of old Chevron guys at Red Rose."

It is a family operation

"Our intention was to race it together, but now dad is enjoying running me more than driving himself. It's been great, it's a real family affair – me, my father and my father-in-law who was actually a fabricator at Chevron. I love driving it, it's got such character, but it's been such hard work. The restoration took about a year. We've been pretty unlucky with it, and not because of a lack of preparation. Dad works so hard and is passionate. We've always got on well: we work in the business together, and we work together in racing. It's not lost on me how incredibly fortunate I am."

Best day in motor racing?

"I've got two. The first one was in 2008 when I was the first person to win the Formula Palmer Audi triple header at Snetterton. But the 2019 win at Zandvoort with the Chevron probably just pips it. To get the car to the finish and win after all the hard work we put in, that was really sweet. I always say that I prefer to finish a hard-fought third rather than take an easy win without the need to put up a fight. That win at Zandvoort may have looked easy but it was so hard-fought behind the scenes."

THREE DECADES TO BE CELEBRATED AT HISTORIC RALLY FESTIVAL

A quality entry list ready to wow the onlookers in Telford-based special

By Paul Lawrence

A field of 50 rally cars spanning 30 years of the sport will gather in Telford this weekend for the Historic Rally Festival.

The demonstration special stage event will feature stages in the former Ironbridge power station on Saturday before the focus moves to nearby Weston Park for Saturday evening and Sunday.

The quality entry list includes at least seven Group B cars, including two MG Metro 6R4s, three Audi Quattros and a Ford RS200. In addition, Group 4, Group 2, Group A and Group N cars will all be in action.

Highlight entries include the Ford Escort Cosworth of John Peck, the Ford Escort Mk2 of Ben Friend and the Vauxhall Firenza Can-Am of Mick Strafford. Lancia Delta



Star cars will be part of the show

Integrale, BMW M3s, Lancia Stratos replicas and Talbot Sunbeams are all on the entry.

The action starts on Saturday, with four runs through the mile-long stage in the Ironbridge power station site from 1100hrs before two stages in the dusk and darkness on Saturday evening at Weston

Park starting from 1830hrs.

On Sunday, Weston Park is the centre of the action with six demonstration special stages, including a new gravel section, running through the day from 0830hrs.

Event organiser Warner Lewis said: "This year's event is going to be bigger and better than last

year. We have made some welcome changes to bring the spectators closer to the action and create new viewing areas within Weston Park. Ironbridge is an exciting new opportunity for us and we look forward to seeing the cars tackling the stages around the old power station."



Egglesone now has Carlisle concerns

EGGLESTONE'S BATTLE FOR CARLISLE START

Stuart Egglesone faces a race against time to get his Ford Escort Mk2 ready for the Carlisle Stages after a last-stage retirement on the recent Chris Kelly Memorial Rally.

Egglesone marked his 50th birthday by tackling the Isle of Man event with

Brian Hodgson co-driving and was on target to get the historic specification Pinto-powered Escort into the overall top 10 when the engine let go two miles into the last test of the rally.

Egglesone now needs to finish as the top two-wheel-drive car on Carlisle,

which is the final round of the Scottish Rally Championship, to win the Scottish two-wheel-drive title. "That's the first time it has let me down," said the Penrith driver of the Pinto engine. "I hope my old engine will fix," he added of the plan to get to Carlisle.

Later date for Killarney Historic Rally this year

Following a wrangle between the organising club and Motorsport Ireland, the Killarney Historic Rally has been rescheduled to Saturday, December 3, after it was originally due to take place on November 26.

A social media post promoting the new date was amended on the instruction of Motorsport Ireland. An emergency meeting of the Rallies Commission unanimously rejected the date change but that decision was appealed by the Killarney organisers.

A vote on the appeal by the MI Council resulted in a tie but a revote, as opposed to the casting vote of chairperson and MI president Aiden Harper, finally gave the green light for the revised date for the popular end-of-season event.

DELAGES DESCEND ON BROOKLANDS

Three Delage Grand Prix cars were reunited at Brooklands recently to mark 95 years since Delage swept the podium at the 1927 British Grand Prix. The Delage 15 S8s of Abba Kogan and Paul-Emile Bessade joined the example owned by the Brooklands museum.



DE LA ROCHE TAKES GUARDS GLORY



A finish within the top six in his class will be enough to seal the Guards Trophy title for Peter de la Roche at Silverstone on Saturday. De la Roche will race Pat Barford's Lotus 23B in the sixth and final race of the year and needs only one point to be out of the reach of Chevron B8 of Stephen Nuttall and the Lotus Elan 26R of John Davison.

IN BRIEF

Smtih and Onions fried

Friends and rivals Rob Smith and Will Onions both crashed out of the recent Chris Kelly Memorial Stages in their Ford Escort Mk2s. Onions and Dave Williams went out on Friday afternoon after aquaplaning off on a straight while Smith and Alun Cook retired 24 hours later after an accident on the St Marks stage. Both cars will now be repaired by Smith's RSR Engineering team.

Gibbons in return

Experienced South Wales rally driver Bob Gibbons is having a Ford Escort Mk1 built up for a return to forest rallying in 2023. Gibbons, best known in recent times for competing in a Ford Cortina Mk2, is having the car prepared by T2 Motorsport with the aim of contesting the Roger Albert Clark Rally next November. He plans to contest several gravel events next season as a warm-up to the five-day rally.

Special WHT races

Two HSCC Closed Wheel races will run at the Walter Hayes Trophy meeting at Silverstone on November 5-6. Each will feature 15 minutes of qualifying and a 25-minute race for an entry fee of £120. The Saturday race will be for Historic and 70s Road Sports, Guards Trophy (GT classes), and Historic Touring Cars. Sunday's race covers Thundersports, Historic Modsports and Special Saloons, Classic Clubmans and the sports-racing classes from the Guards Trophy.

HRCR Open Day

The annual Historic Rally Car Register Open Day will be held at the Heritage Motor Centre at Gaydon in Warwickshire on January 14. As well as detailing the full HRCR programme for 2023, including the MN-backed Clubmans Rally Championship, the event will honour the life of former HRCR president Paddy Hopkirk with a display of some of the rally cars he drove during his long career.

Harrison's sign-off

On the back of nine wins in the last 10 races, Samuel Harrison will sign off his Historic Formula Ford 1600 Championship-winning season with a bid for two more wins at Silverstone this weekend. The main rivals to the Yorkshire teenager in the Speedsport Merlyn Mk20 are previous champion Sam Mitchell in another Merlyn Mk20 and the Mk11A/20 of Matthew Wrigley.

Wyeadean runners

Irish crew Michael McDaid and Declan Casey are the top historic-seeded crew on Saturday's Wyeadean Stages Rally, running as car number eight in their Ford Escort Mk2. They will be followed away into the Forest of Dean stages by Seb Perez and Gary McElhinney who switch from their regular Ford Escort Mk2 to a three-litre Porsche 911 Carrera RS for the event.

MN POLL WITH MOTUL

MOTUL



THE MEN FOR THE BIGGEST OCCASION OF THE SEASON

Matt James launches the MN poll to find the favourite Formula Ford Festival winners

Photos: Motorsport Images

The annual Formula Ford showpiece, the Festival, is rapidly approaching and it has got us thinking about some of the big names who have scooped the silverware in the knock-out style, winner-takes-all showpiece.

This year's event takes place at Brands Hatch on October 22-23. While the Festival doesn't attract the numbers it used to, it is still a major accolade in the national racing calendar and there have been some truly epic finals and notable winners since it first took place some 50 years ago.

We've narrowed down a shortlist and need you to help us pick out the ones who have warmed the heart the most. Simply follow the instructions in the box-out on this page and make your voice heard.



3 Eddie Irvine
Year: 1987
Car: Van Diemen RF87

Rising Northern Irish star Eddie Irvine had not a lot of cash but a lot of ability and determination, which led Van Diemen boss Ralph Firman to part-fund his Formula Ford season in 1987. Irvine scooped the UK crown with eight wins and took full advantage in a wet-but-drying Festival final in October to do the double.

4 Vincenzo Sospiri
Year: 1988
Car: Van Diemen RF88

After fluffing his start in the final, charismatic Italian Vincenzo Sospiri, in his John Village Automotive-run Van Diemen,



eventually selected first gear but he had already been swamped. However, his comeback drive was the stuff of legend and he diced mightily with his rivals to return to top spot. It was one of the best finals ever.



5 Dave Coyne
Year: 1990
Car: Swift FB90

Formula Ford's Mr Marmite, Dave Coyne, finally landed the big one in 1990 when he claimed the grandest prize of all. Having overcome a mid-event penalty, the 10-year veteran of Formula Ford racing staved off all of the up-and-comers, including the late Fionn Murray and Jean-Christophe Bouillon to take Swift's only Festival triumph.



6 Mark Webber

Year: 1996
Car: Van Diemen RF96

New South Wales driver Mark Webber had a torrid British Formula Ford Championship campaign and was beaten to the crown by Van Diemen team-mate Kristian Kolby. So the Festival was time to set things right, and he tamed the miserable conditions at Brands to put the record straight and begin his career trajectory.

7 Jenson Button

Year: 1998
Car: Mygale SJ98

This was a slugfest. The Van Diemen twins of Dan Wheldon and Marcos Ambrose took the fight to Jenson Button in his Haywood Racing machine and ganged up to try and shut him out of success. Wheldon was leading, but backing up Button into third-placed Ambrose proved folly, because Button prevailed in the three-way skirmish to underline his future potential.



8 Anthony Davidson

Year: 2000
Car: Mygale SJ00

Although beaten to the British title by James Courtney's works Van Diemen, Anthony Davidson produced the drive of his

career (up to that point) to fend off a train of cars including Courtney, Robert Dahlgren and Mark Taylor to bring his car – which had suffered damage in the constant attacks from behind – to the flag in first position.



9 Joey Foster

Year: 2003
Car: Van Diemen RF03

It had been a year of slim pickings for Joey Foster in his Continental Racing-run Van Diemen in terms of race wins, but the Cornish flier used his nous and consistency to finish second in the standings. There was only one more thing to tick off, and he took the fight to the works cars at Brands Hatch and pulled off a fairy tale win with an inch-perfect defence from the jostling pack behind.



10 Nick Tandy

Year: 2007

Talk about controversy: this was a bout of the heavyweights, Callum Macleod (Jamon Rcing Services Mygale) and Nick Tandy (JTR Ray GR07) and there was no love lost between the pair. Contact in the final on lap two showed that tempers were being frayed. A further clash (under the safety car...) led to on-the-road winner Macleod eventually being penalised and Tandy handed the victory. It was certainly memorable.

FEATURE

Photos: RWillsmore Photography

The Gaz Shocks 116 Trophy season that's just finished has a remarkable accolade. In its eight races, it had eight different winners.

Even allowing for the BMW 116i one-make endurance series' use of success penalties for the previous race's podium finishers, it's testimony to the category's calling cards of accessible racing and close competition.

Yet among the series' many drivers who got success in 2022, one stood above them. And perhaps an unlikely one. Twenty-year-old Jack Godden, who usually competes with father Chris, bagged an overdue first race win and two second-place finishes in a campaign he started without even ever having a podium finish.

"It was a really good year," Godden Jr tells Motorsport News. "There was lots of firsts for us. It was just the one race win, I would have hoped for maybe two or three, but in a series where there were eight different winners in eight races that's fine by me. We had three or four fastest laps, I think it was three lap records as well, the pole position to go with it, a few podiums along the way."

And Godden's performance shouldn't have been altogether a surprise. Not if you examine in more detail his 2021 freshman 116 Trophy campaign, which also was the karting champion's car racing debut.

"It came quite naturally to me," Godden says of his first steps in the 116. "It was a bit weird having to learn the car and adjust from karting whilst at the same time having to try and coach dad through it all because he's never raced before, he's done a couple little sprints and things but he's never done an actual race. It took a little while to get [myself] fully up to speed to where I am now but it was pretty good."

"We were not really enjoying [karting] anymore so we went to look at something different for 2021," Godden continues, "and dad said it had been something he'd been eyeing up for a long time, the 116 Trophy."

"We've got friends that race Formula Vee so went to their race weekend at Snetterton at the end of 2020, and 116 Trophy was there, had a quick look and was like 'yeah OK this will do!' And dad he'd spent too much time watching me race so wanted to join in as well."

The Goddens were easy to spot, having acquired the series' brightly liveried publicity car, that had been raced by no less a figure than Martin Donnelly. And during the Goddens' 2021 debut they built up to the pacesetting form that became common in 2022.

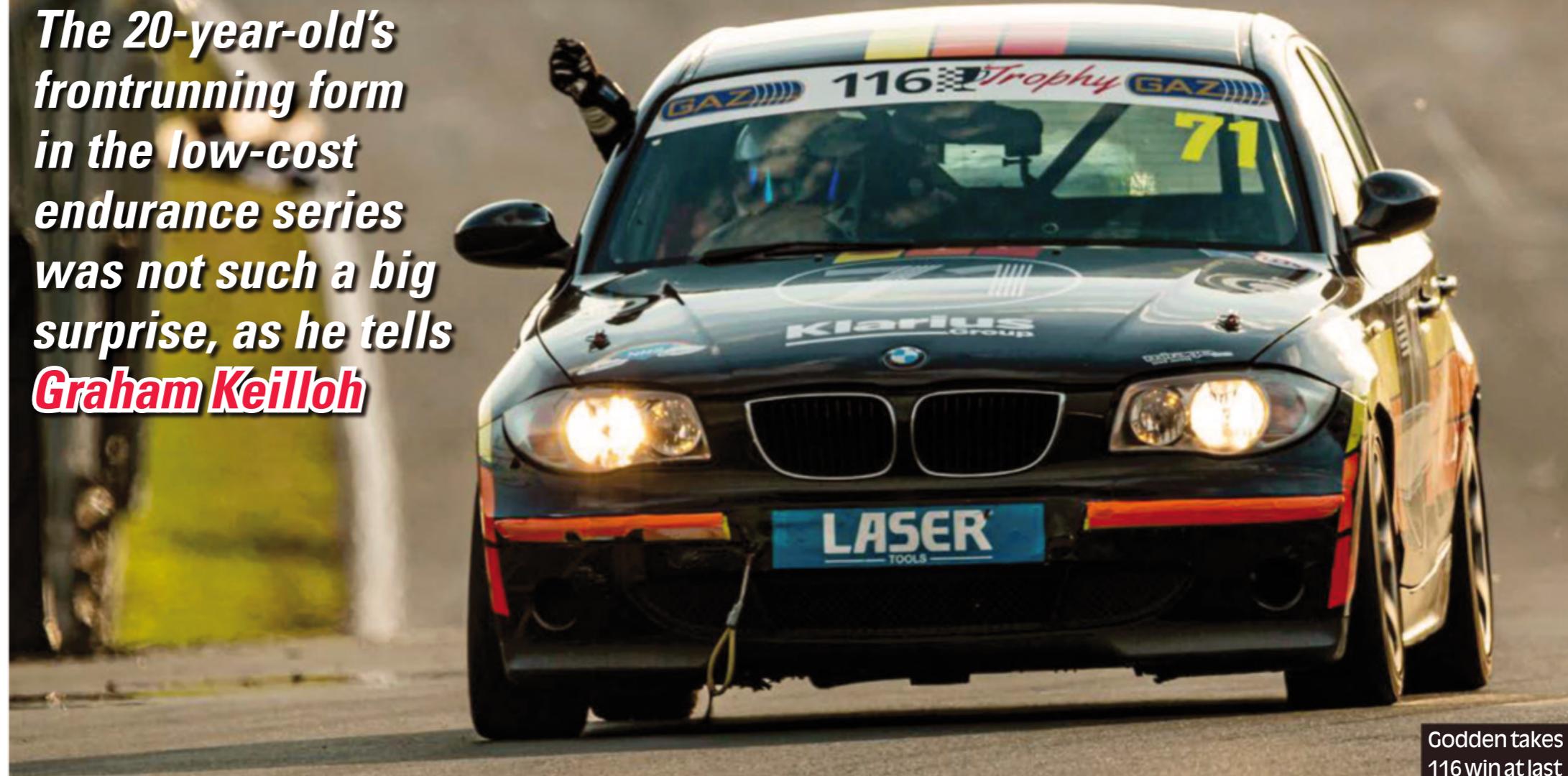
"A lot of it comes down to the seat time we've had," Godden Jr notes. "I've become more and more comfortable with the car over time. Our breakthrough was probably Cadwell Park last year, that was the first race where I really felt like I had good confidence with that car but then we had a nightmare of a race, we had a broken shock absorber that led to all sorts of problems."

"There were lots of firsts for us in 2022"

Jack Godden

JACK GODDEN: 116 TROPHY'S TOP PERFORMER

The 20-year-old's frontrunning form in the low-cost endurance series was not such a big surprise, as he tells Graham Keilloh



Godden takes 116 win at last



Jack Godden drives alongside father Chris (l) in the endurance format



The Godden's distinctively liveried 116 was raced by Martin Donnelly

"And then at that point of the year we were just having a terrible luck, because we had that problem, we had a badly timed safety car which cost us a podium at Anglesey, we had the exhaust come off at Brands Hatch."

"So we came into this year still having not had a podium, and that was the target I told everyone that we had was to get that podium but realistically I was actually thinking I want to win a race this year, which we were able to do."

That long-awaited win, following on from Oulton Park and Silverstone second

places, came at Brands Hatch. Godden Jr drove alone, and overcame a couple of favourable safety car interventions for his opponent Louis Woodward, to chase his foe down and pass him to win. Godden even eschewed a chance to take the lead after tapping Woodward sideways at Paddock, instead preferring to overtake cleanly later. Still though he had to survive a nervous post-race visit to the stewards. Thankfully the result stood.

Endurance racing, such as 116 Trophy's, is Godden's first love. "If budget wasn't an option for us I'd rather

do endurance racing than Formula 1," he says, "I would love have a chance at Le Mans. I love sportscar racing maybe more than open-wheel racing, it's always been a very keen interest."

And he is clear that he'd recommend 116 Trophy. "Yeah definitely, it's a really good series especially if you're on a tight budget," he says. "It's a really good atmosphere in there as well, everyone's very friendly."

"As a budget series it is very good. The only problem for us is it's probably as high as we will ever get, because of this

budget scenario. There are people that I raced against in karting that are now racing Porsche Carrera Cup or British F4."

"I hate to sound like that guy but I know we can get further up or at least I know I'm good enough to and I'd love to be able to be in a situation where we have the facilities to find out just where."

"I'm happy doing what we're doing but I always want more," Godden laughs. "But this is still good and I'd just like to get that opportunity just to see. But for next year it looks like we'll be staying with what we're doing."



Freshman win was dramatic

Stars in their eyes - Godden takes on famous BTCC names

One of the 116 Trophy's many selling points is a chance to compare yourself to well-known guest racers. This year's cast included British Touring Car Championship stars Tim Harvey and Dan Lloyd. "It's a bit surreal," Jack Godden admits, "when you first hear so-and-so's coming

you're like that's a bit mad, because they feel miles away still. But then when you get to the race weekend you realise they're just one of us."

"We knew for ages that Tim Harvey was going to be at Silverstone and I remember on the test day seeing his car up the road from me. I was thinking 'all right let's

go and get him' [laughs].

"I overtook him, and then looked at the pitwall and saw him and realised he wasn't the one driving which was a bit annoying."

Then at Snetterton, Godden apparently received the ultimate compliment from Dan Lloyd's camp. Godden recalls: "When we

were about to go out for qualifying, I was sat in the car and I looked over and one of [Lloyd's] team-mates was pointing out various cars to him, and it was all of us that are usually running up at the front. And dad leans in and goes 'I think he's telling him who's quick', I was like that's quite cool!"



Automotive Gaskets & Seals



Cometic is a leading worldwide supplier of gaskets and engine seal solutions for the auto performance, power sports, original equipment and re-manufactured engine industries.

If you can't find the gasket you're looking for please get in touch and we will endeavour to find it for you.

www.cometicgaskets.co.uk

Tel: 01638 779 119

info@cometicgaskets.co.uk

ANTHONY SEDDON Racing

THE MOST SUCCESSFUL 116 TROPHY RACE TEAM!

SELF BUILDERS - Check Out Our Website For All The Parts You Will Need!

WHAT WE DO

RACE CAR PREPARATION

CLASSIC CAR RESTORATION

FIA MASTERS HISTORIC F1 TEAM

GET IN TOUCH FOR MORE INFO



Good Luck To Jack Godden & Fellow 116 Trophy Competitors In 2023!

07748843160

Email: anthonyseddonracing@gmail.com

ANTHONYSEDDONRACING.COM

BMW 116 TROPHY
Specialist

LUBRICATION SOLUTIONS

MOTUL 8100 - A WINNING OIL ON THE ROAD... OR THE TRACK!

QUALITY Motul's top everyday road range - 8100 Fully Synthetic oil - has quality in its DNA. The 8100 range offers variety, durability, performance... and race-winning performance, because such is its quality that it has been chosen as the mandatory oil for the ROKIT F4 British Championship certified by FIA.

It's quality that is affordable... and if it's good enough to power the leading UK junior single seater race formula, you can be sure it will cope with the daily drive.

Check out the incredibly versatile 8100 range now!



For Motul Sales, Product information and Technical enquiries contact: enquiries@uk.motul.com
Trade enquiries: 01905 676819 | Club Motul: 01905 676818 | www.motul.com



MOTUL

BTCC REPORT: BRANDS HATCH

IN BRIEF

BTCC farewells

The British Touring Car Championship meeting at Brands Hatch marked the swansong for two significant characters in the series' history. Technical director Peter Riches was in the role for the last time in more than 30 years, while former British Automobile Racing Club boss Dennis Carter was working at a race meeting for the final time. He was acting as one of the stewards.

Hill's man is back

Championship chaser Jake Hill had his ace engineer Craig Porley back on duty at Brands Hatch working on his MB Motorsport BMW 330e M Sport. Porley had been absent from the Silverstone rounds as he was unwell – but offered his input via the telephone – and Hill stopped off on his way home from the penultimate meeting to show his stricken engineer his silverware.

Ingram flies

Excelr8 Motorsport Hyundai driver Tom Ingram inched closer to the top of the championship after Saturday's qualifying session by gaining the point for pole position. He set three laps that were good enough for top spot and started race one alongside the Speedworks Motorsport Toyota Corolla of Rory Butcher. Points leader Ash Sutton (Motorbase Performance) was third with Jake Hill (MB Motorsport BMW 330e M Sport), while Colin Turkington could only manage 10th as the hybrid system on his WSR 330e M Sport failed to deploy properly.

Hill's first trophy

By qualifying on the third row of the grid, Jake Hill (MB Motorsport BMW 330e M Sport) scored enough points to lock away the Goodyear Wingfoot Award for the racer with the best average qualifying across the 10 rounds this year. He was 20 points clear of the sister WSR-run BMW of Colin Turkington, with the Excelr8 Hyundai of Tom Ingram in third spot.

Thompson's joy

A competitive seventh place finish in the opening race of the weekend meant that Team Hard Cupra R racer Bobby Thompson was assured of the Jack Sears Trophy, which was contested between drivers who had yet to stand on the overall podium at the beginning of the 2022 campaign. The Essex racer, a VW Racing Cup champion, rounded out a strong season during which he did take his first rostrum finish with third place at Brands Hatch in the middle of May. He finished the JST chase clear of Ciceley Motorsport's George Gamble (BMW 330e M Sport). Ash Hand was third in the Power Maxed Racing Vauxhall.

Titles settled

BMW was confirmed as the BTCC manufacturers-contractors' champions after the opening race at Brands Hatch finishing ahead of the Motorbase-Ford team. Motorbase Performance did, however, win the team's silverware, while the BTC Racing squad claimed the Independents Teams' Trophy.



INGRAM IN A CLASS OF HIS OWN AT BRANDS

The Hyundai man broke his title duck in the BTCC – at last. By **Matt James**

Four went into one at Brands Hatch, as the gloves came off for the biggest prize in British motorsport. Tom Ingram stood tallest of all after the three rounds at Brands Hatch having scooped his maiden crown under immense pressure.

In truth, the Excelr8 Motorsport Hyundai i30 driver had been a whirlwind all weekend, head-and-shoulders faster than his rivals and two wins put him in a position to control his own destiny in the reversed-grid showdown.

Ash Sutton (Motorbase Performance Ford Focus) was battling against a car where he couldn't quite find the sweet spot on race day but still managed second in the points, while MB Motorsport BMW 330e M Sport driver Jake Hill left nothing on the table as he sought to keep his dream alive. He kept his chances going into race three, which was more than outside shot Colin Turkington (WSR BMW 330e M Sport), who dropped out of the running after race two.

Race 1

From pole position in car that he described as "unreal", Ingram only had one thing on his mind for the opening race. As has often been the case this year, he converted race-one pole into a convincing win heading all of the 18 laps.

Not only that, he performed a clean sweep of all the bonus points too to outscore his main title rivals and edge into a three-point lead at the head of the chase for the crown.

"I knew race one would be important and we had to maximise everything we had," said the 29-year-old. "I had to make hay while the sun shone."

"I was able to control it, keep it safe and bring it home. I had a slight vibration at the end, but that was just due to a wheel weight that had fallen off, but that was about a perfect as you could get. I was

pleased Rory Butcher was behind me too."

Butcher was in Ingram's wheeltracks throughout in his Speedworks Motorsport Toyota Corolla and that was a huge blessing for Ingram. While Butcher felt that the leader had strengths in different parts of the track and was unable to attack, it also meant that he provided a handy buffer for Ingram to his title foes behind.

Prime among them – early on at least – had been the reigning champion Sutton. He had survived a scare away from third on the grid as Hill, who aimed to dart between Sutton and Motorbase Performance Ford team-mate Dan Cammish, made slight contact with the back of the Focus ahead. It caused a slight handling worry for Sutton, but his concerns were to get much worse.

After an early safety car to clear up Aron Taylor-Smith's errant Cupra R from the exit of Westfield, it was clear that Sutton was in strife. His turbocharger had failed after early contact had pushed it back into the engine, and he was forced into one of the defensive drives of his life to maintain his rostrum hopes. He reckoned he was losing up to 50bhp. "It was basically a normally aspirated car," explained Sutton. "I had to make it twice as wide as any other touring car I have driven."

As Sutton parked on the apex and backed up the closely following Hill, Jack Sears Trophy candidate Bobby Thompson was feeling racy in his Team Hard Cupra R. He did a two-step with Hill on lap 13 as he passed the BMW before being put back in his place while Adam Morgan (Ciceley Motorsport BMW 330e M Sport) and the remarkable Turkington (up from 10th on the grid) were nipping at their heels too.

The dogfight – in which positions were switching corner by corner – had been caused by the slow car of Sutton but it ultimately gave him some breathing space. However, when Hill leapfrogged Morgan at Druids on lap 15 to regain his fourth spot, the Motorbase car ahead was his only target.

"Ash is an aggressive little sausage, isn't

he?" reported Hill afterwards. "He was just backing us all up and was causing World War Three in the queue behind him."

Eventually, the Sutton cork had to pop and Hill performed a cut-back coming out of Westfield to grab his podium finish on lap 16.

Sutton was lucky to hold on to fourth position in the end. Turkington was revelling in his car and got great traction out of Clearways at the end of the last lap to engage in a drag race with Sutton to the line, and he only failed to unseat his rival by 0.1s.

Behind Morgan and Thompson came George Gamble, who had climbed up from 13th on the grid and Cammish, who was ruining outbraking himself at Druids on the opening lap. Stephen Jelley, who had earlier ridden shotgun for his WSR BMW 330e M Sport team-mate Turkington as he rose through the order, rounded out the top 10 positions.

Race 2

The race-one winner has a habit of winning race two in 2022, and that would be the perfect scenario for Ingram. And he played out the script – although he was forced to work much harder than he had done earlier in the day.

Ingram fended off a feisty Butcher into Paddock Hill Bend on the first lap, with Hill slotting into third from Sutton. Hill waited patiently for the heat to permeate his Goodyear rubber, which took a lap, and then went hunting.

His first job was to chip away at the short gap to Butcher, which he did inexorably. It took him until half distance to unpick the Corolla's defences, which he eventually managed when the hatchback ahead squiggled just as it reached the apex of Paddock Hill needed no second invitation and pounced on his prey.

By that stage, Ingram was 0.8s up the road, but Hill was flying. Chipping away at a couple of tenths per lap, the BMW was hot on the heels of the leader with 10 laps

of the 15 in the book, and Ingram was forced into defence mode. He made it to the line first, but only just.

"I am a bit out of puff with that one," said Ingram. "Jake was so fast and the only way I could fend him off was by being clever with where I deployed the hybrid. I had to save it up until the end, which I did, and when he had run out in the latter stages, I was just able to stay out of reach."

Hill, for his part, had put on a mighty charge and thought he had perhaps taken too much out of his rear Goodyears – a theory supported by two lurid slides on the penultimate lap. "I had rinsed the rears with about three laps to go," said Hill. "I tried my best to take the fight to him, but I just couldn't manage it."

Holding a watching brief in third was a rejuvenated Turkington. The sister car to Hill, Turkington really needed the two ahead to get involved with each other to rescue his slim championship hopes, but they played fairly.

The Northern Irishman did, however, issue a warning for the finale. "I think it was clear that my car was much more racy in that one," he reported after a superb opening lap and then clawing his way up from fifth. "It really switched on and maybe I took too long getting through the cars ahead to get to the top two. But I am in the zone now."

It had taken until lap 13 for Turkington to usurp Butcher from the podium position. Butcher would go on to finish fourth, ahead of Sutton, who was again struggling. Turkington had made contact with the back of the Focus as he zoomed up to his bootlid on lap seven and the Ford was simply not at the races.

"We had tried to dial out some of the front tyre wear by making it more oversteer, as we have done at other meetings as the track grips up," said Sutton. "It simply didn't work and I was a sitting duck."

Behind Sutton, who maintained his championship hopes alongside Ingram and Hill, Morgan came out best in the

dogfight in the queue behind, with Josh Cook's BTC Racing Honda Civic Type R fending off Cammish for seventh spot. Thompson and Dan Lloyd (Excelr8 Hyundai i30 N) completed the top 10, and that was crucial as the top 10 would be reversed for the finale.

That put Ingram, leading the standings by 11 points, on row five alongside Hill, with Sutton in sixth spot some 14 points off the title summit. Crucially, though, it was Ingram's sister car – Lloyd – who was on pole position. It was all still to play for.

Race 3

Lloyd didn't need to be asked twice to scamper off to his third victory of the campaign after a torrid 2022 that had been punctuated by a huge budget-sapping mid-season crash.

His job in race three was made slightly easier over the opening stages when Thompson's Cupra blew its motor but the next in line, Cook's Honda, quickly zoomed onto the bootlid of the leading Hyundai and kept him honest throughout without ever being able to mount a challenge.

Once Butcher had ousted the title-hopeful Sutton from third on lap nine with a great move coming out of Paddock Hill Bend, the top three positions were set. "Did anyone actually notice I won that race?" said Lloyd forlornly afterwards.

He had a point, because eyes were focused on the title battlers behind. In essence, all Ingram needed to do was to keep a watching brief on Hill and Sutton to prevent a points swing that could have burst his bubble. Remarkably, from row five, Ingram and Hill went toe-to-toe around the first half-a-lap as the champion elect sought to establish some clear Tarmac, but Hill's team-mate Turkington was just in front of them both and could well have caused a roadblock. Ingram was having none of it and dispatched the WSR-run car at Druids on lap two. Hill did eventually restore order, but it was at the expense of Turkington, who was fired onto the grass on the exit of Surtees.

There was more stormy weather ahead too. While the top three were settled, Sutton was forced to fend off an aggressive Morgan. Behind them, Sutton's team-mate Cammish had his mirrors full of Hill and Ingram.

With Sutton backing things up in his reluctant Focus, the crunch point came on lap 11 of 17. Contact between Morgan and Cammish at Druids sent the BMW spinning across the train of cars following behind, and Ingram missed it by millimetres. "Yes, that certainly grabbed my attention..." said Ingram.

With the dust settled, Sutton was back in his under-pressure fourth but with Hill and Ingram filling his mirrors. Hill had to do something and he tried: he gave it everything, but a trip through the gravel at Paddock on the last lap was his last-gasp attempt. It had been brave, but it wasn't enough.

Sutton's fourth gave him second in the points by a single mark, while Ingram's fifth was enough for the crown. Indeed, he had even rolled his sleeves up at the end and got involved with the championship players around him. "I thought I would stick my nose in just to see what would happen," admitted the newly crowned champion after finishing fifth.

"That was one hectic race: I honestly didn't know what to do and I felt like I wanted an adult in the car with me to tell me to calm down and what I should try next..."

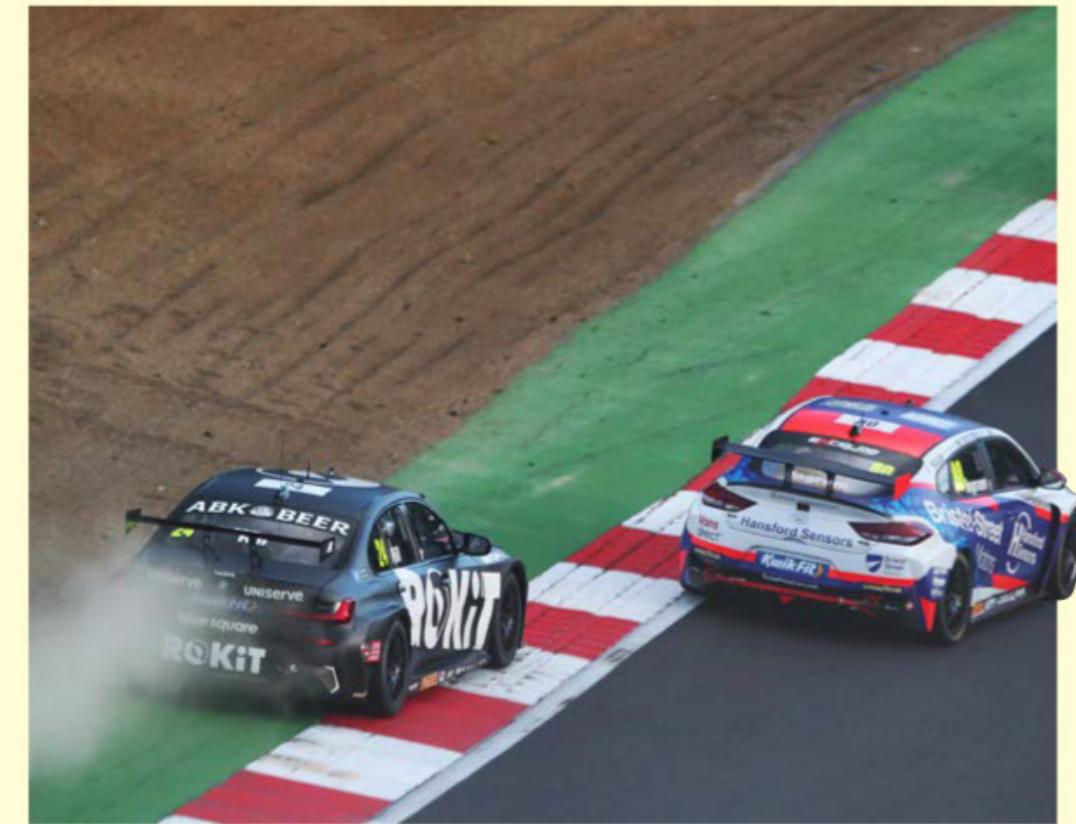
No adults were needed. Ingram proved his maturity and with that, claimed his first British Touring Car crown.



Excelr8's Daniel Lloyd joined Ingram as a winner at Brands Hatch



Outgoing champ Ash Sutton was in defensive mode all weekend



Jake Hill (left) gave it his all in the chase of a maiden BTCC crown

SUPPORT RACES

While the British Touring Car battle went right down to the wire, there were no twists in the tail for the five support series contenders that entered the Brands Hatch weekend with very healthy points advantages – although some of the titles were sealed in bizarre circumstances.

Alex Dunne claimed the British Formula 4 Championship crown after qualifying without even being in the country as he was instead racing in Italian F4 at Monza. Oliver Gray needed to win all three races, having started the partially reversed-grid contest from the back of the field, to overhaul Dunne's total but qualifying on the front row ended his hopes. The star of the final weekend proved to be JHR's Joseph Loake, who twice won from pole, while Eduardo Coseteng added more success for Hitech in race two.

The Porsche Carrera Cup GB title was settled in anti-climactic circumstances as Kiern Jewiss (Team Parker) won an opener that featured a lengthy safety-car period and was then red-flagged on the restart when Will Martin's Richardson Racing car launched over the barriers exiting Paddock Hill Bend. Pro-Am racer Charles Rainford (CCK

Motorsport) later impressively defied Jewiss in race two.

Century Motorsport's James Kellett survived a brush with main rival Tom Emerson at Hawthorn to become the final-ever Ginetta GT4 Supercup champion after taking second in a shortened opener. Kellett could not find a way past Elite's Emerson in race two either, while Aston Millar (DTO) held on to win the last race.

Josh Rowledge (R Racing) also sealed Ginetta Junior honours in the opener having finished second to Liam McNeilly. It was a strong weekend for last year's runner-up McNeilly as the Fox Motorsport driver doubled up in race two, winning from Will Macintyre as Luke Watts headed a 10-car fight for third. The final Junior race on the BTCC bill was a thriller, Macintyre just keeping McNeilly at bay.

Completing the champions was Sam Weller, the HybridTune driver's fourth place in the Mini Challenge opener making him uncatchable. Meanwhile, Alex Denning (Graves Motorsport) took two victories and Mazda MX-5 ace Sam Smith scored his maiden triumph in the finale.

Stephen Lickerish

British Formula 4
Races 1 & 3: Joseph Loake (JHR Developments); Race 2: Eduardo Coseteng (Hitech GP)

Porsche Carrera Cup GB
Race 1: Kiern Jewiss (Team Parker Racing); Race 2: Charles

Rainford (CCK Motorsport)

Ginetta GT4 Supercup
Races 1 & 2: Tom Emerson (Elite Motorsport); Race 3: Aston Millar (DTO Motorsport)

Ginetta Junior
Races 1 & 2: Liam McNeilly (Fox

Motorsport); Race 3: Will Macintyre (Elite Motorsport)

Mini Challenge
Races 1 & 2: Alex Denning (Graves Motorsport); Race 3: Sam Smith (HybridTune)



JHR Developments racer Joseph Loake was a double F4 winner

RESULTS

BTCC Brands Hatch

Round 28

Laps: 18 Track: Clear and crisp

DRIVER	TEAM/CAR	TIME
1 Tom Ingram (3)	Excelr8 Motorsport Hyundai i30 N	32m40.611s
2 Rory Butcher (5)	Speedworks Motorsport Toyota Corolla	+0.581s
3 Jake Hill (2)	MB Motorsport BMW 330e M Sport	+8.644s
4 Ash Sutton (1)	Motorbase Performance Ford Focus ST	+10.408s
5 Colin Turkington (4)	WSR BMW 330e M Sport	+10.524s
6 Adam Morgan (9)	Ciceley Motorsport BMW 330e M Sport	+10.779s
7 Bobby Thompson	Team Hard Cupra R	+11.190s
8 George Gamble	Ciceley Motorsport BMW 330e M Sport	+11.504s
9 Dan Cammish (8)	Motorbase Performance Ford Focus ST	+12.259s
10 Stephen Jelley	WSR BMW 330e M Sport	+12.728s

11 Josh Cook (6) (BTC Racing Honda Civic Type R) +12.795s; 12 Daniel Rowbottom (Team Dynamics Honda Civic Type R) +13.199s; 13 Dan Lloyd (10) (Excelr8 Motorsport Hyundai i30 N) +13.690s; 14 Ricky Collard (Speedworks Motorsport Toyota Corolla) +13.974s; 15 Aiden Moffat (Laser Tools Racing Infiniti Q50) +14.764s; 16 Tom Chilton (Excelr8 Motorsport Hyundai i30 N) +17.040s; 17 Jason Plato (BTC Racing Honda Civic Type R) +17.488s; 18 Ash Hand (Power Maxed Racing Vauxhall Astra) +19.234s; 19 Jack Butel (Excelr8 Motorsport Hyundai i30 N) +20.059s; 20 Michael Crees (Power Maxed Racing Vauxhall Astra) +24.602s; 21 Nic Hamilton (Team Hard Cupra R) +25.509s; 22 Jade Edwards (BTC Racing Honda Civic Type R) -2 laps; 23 Sam Osborne (Motorbase Performance Ford Focus ST) 16 laps/ off; 24 Ollie Jackson (Motorbase Performance Ford Focus ST) 14 laps/ damage; 25 Dexter Patterson (Laser Tools Racing Infiniti Q50) 14 laps/ damage; 26 Gordon Shedden (7) (Team Dynamics Honda Civic Type R) 13 laps/ damage; 27 Carl Boardley (Team Hard Cupra R) 6 laps/ crash; 28 Rick Parfitt (Team Hard Infiniti Q50) 6 laps/ crash; 29 Aron Taylor-Smith (Team Hard Cupra R) 0 laps/ crash. **Pole position:** Ingram 1m29.529s (97.84mph) **Record:** Winner's average speed: 80.42mph. **Fastest lap:** Ingram 1m31.295s (95.95mph). **Lap leaders:** Ingram 1-18.

Round 29: 15 laps Track: fresh

DRIVER	TIME
1 Ingram (1)	23m02.565s
2 Hill (3)	+0.673s
3 Turkington (5)	+0.981s
4 Butcher (2)	+4.693s
5 Sutton (4)	+6.758s
6 Morgan (6)	+6.908s
7 Cook	+9.854s
8 Cammish (9)	+10.177s
9 Thompson (7)	+11.301s
10 Lloyd	+11.786s

11 Gamble (8) +12.415s; 12 Moffat +12.812s; 13 Rowbottom +13.553s; 14 Chilton +13.877s; 15 Jelley (10) +14.204s; 16 Collard +14.988s; 17 Hand +17.666s; 18 Plato +18.046s; 19 Shredder +19.543s; 20 Patterson +19.772s; 21 Crees +26.729s; 22 Osborne +27.126s; 23 Jackson +27.786s; 24 Butel +28.916s; 25 Edwards +33.184s; 26 Parfitt +34.302s; 27 Taylor-Smith 11 laps/ puncture; 28 Hamilton 1 lap/ damage; 29 N Boardley. **Winner's average speed:** 95.05mph. **Fastest lap:** Ingram 1m30.875s (96.39mph). **Lap leaders:** Ingram 1-15. * = 5s penalty for out-of-position start.

Laps without hybrid: (1) = 10; (2) = 9; (3) = 8; (4) = 7; (5) = 6; (6) = 5; (7) = 4; (8) = 3; (9) = 2; (10) = 1; all others have full usage, apart from on the opening lap

Drivers standings

POS	DRIVER	POINTS
1	Tom Ingram	394
2	Ash Sutton	382
3	Jake Hill	381
4	Colin Turkington	348
5	Rory Butcher	318
6	Josh Cook	296
7	Gordon Shedden	248
8	Dan Cammish	207
9	Adam Morgan	193
10	Dan Lloyd	192

11 Stephen Jelley 181; 12 Dan Rowbottom 151; 13 George Gamble 125; 14 Bobby Thompson 99; 15 Tom Chilton 83; 16 Ricky Collard 81; 17 Jason Plato 77; 18 Aiden Moffat 69; 19 Ash Hand 55; 20 Michael Crees 51; 21 Aron Taylor-Smith 38; 22 Ollie Jackson 33; 23 Dexter Patterson 25; 24 James Cornall 25; 25 Sam Osborne 1; 26 Jack Butel 1; 27 Jade Edwards 1.

Independents Trophy

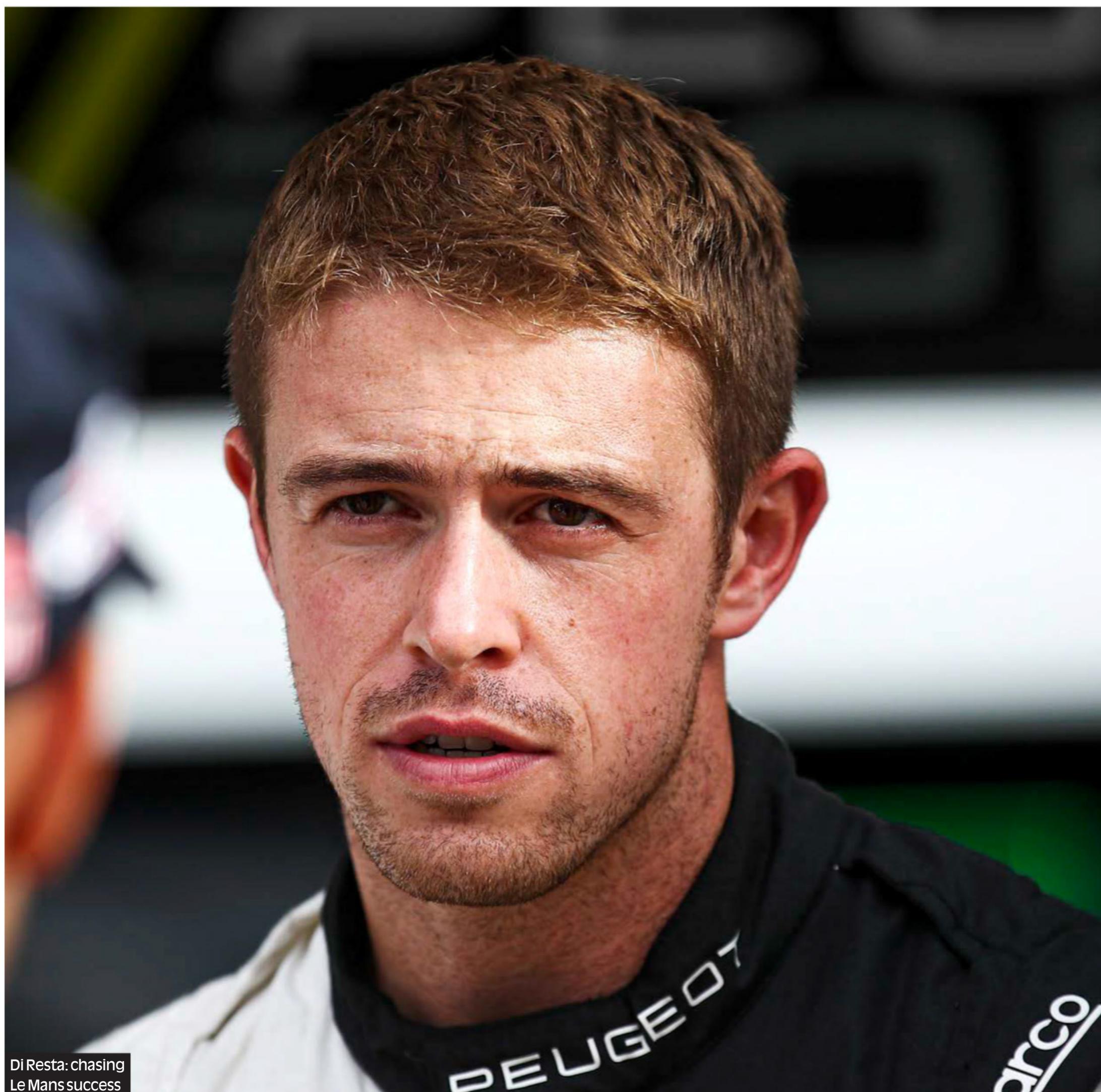
POS	DRIVER	POINTS
1	Josh Cook	502
2	Adam Morgan	400
3	Bobby Thompson	354
4	George Gamble	335
5	Jason Plato	302
6	Aiden Moffat	283
7	Dexter Patterson	265
8	Aron Taylor-Smith	265
9	Michael Crees	253
10	Jade Edwards	182

11 Dexter Patterson 174; 12 Nic Hamilton 119; 13 George Gamble 125; 14 Bobby Thompson 99; 15 Tom Chilton 83; 16 Ricky Collard 81; 17 Jason Plato 77; 18 Aiden Moffat 69; 19 Ash Hand 55; 20 Michael Crees 51; 21 Aron Taylor-Smith 38; 22 Ollie Jackson 33; 23 Dexter Patterson 25; 24 James Cornall 25; 25 Sam Osborne 1; 26 Jack Butel 1; 27 Jade Edwards 1.

FEATURE

PAUL DI RESTA: RACING WAS IN MY BLOODLINE

James Roberts put the *Motorsport News* readers' questions to the Scottish star



Di Resta: chasing
Le Mans success

Nine years ago, at a little past 0800hrs, I was waiting in the plush lobby of Whittlebury Hall hotel. The world's press had gathered at nearby Silverstone for the launch of the brand-new VJM06 — the car that Paul di Resta would drive in the 2013 Formula 1 season.

Force India had been kind enough to offer up an interview opportunity with the Scotsman as he made the short distance from Whittlebury to the circuit, via the Dadford Road factory. Our discussion centred on his upcoming season. It would turn out to be his third and final year racing in Formula 1.

I'd first met di Resta in 2006 when he triumphed in the F3 Euroseries, beating his ASM team-mate Sebastian Vettel to the title. He was among a star group of up-and-coming British racers that was being supported by Mercedes boss Norbert Haug in the manufacturer's young driver programme at that time.

Talent such as Jamie Green, Gary Paffett and Oliver Jarvis were making headway in F3 before stepping up to the DTM. Di Resta was on course for the same journey, mirroring the path his cousin Dario Franchitti had taken in the 1990s. But there was an extra-special quality in 'PdR' that took him one step further.

Born in West Lothian in 1986, di Resta followed in the wheel tracks of his father Louis, who was a keen Formula Ford 1600 racer. As a toddler he was soon behind the wheel of a kart and aged eight he was taking part in various series across the UK. But without the financial backing to fund every stage of a traditional single-seater route, the di Restas were grateful to Mercedes for supporting his career. The DTM beckoned, but his raw talent didn't escape the eagle-eyed talent spotters in Formula 1.

Di Resta nearly won on his DTM debut in a year-old car (if he hadn't have stalled in a pitstop) and led the points standings at one stage. The phone started ringing (his manager was soon to be Lewis Hamilton's father Anthony) and those keen to give the man who beat Vettel a go included Frank Williams and former McLaren boss Martin Whitmarsh.

Following in the footsteps of Allan McNish, David Coulthard, Jackie Stewart and Jim Clark, the Scotsman finally made his Formula 1 debut in 2011, as reigning DTM champion.



Di Resta came up in a tough karting world

He made 58 starts across three years with Force India, accruing 121 points. His best qualifying position was fifth (twice) and his highest finish was fourth (also, twice). But di Resta's run in the top-flight came to an end, and in 2014 he returned to the DTM for another four seasons.

There was to be one final swansong when he got an 11th-hour call up to drive a Williams in the 2017 Hungarian Grand Prix, substituting for a poorly Felipe Massa. His first laps in the car were in qualifying...

A year later he raced for Zak Brown's United Autosports team and started a new career in sportscars, winning the Asian Le Mans Series and competing in World Endurance Championship until he joined Peugeot's nascent

hypercar programme earlier this year.

Since leaving F1 he has continued to be a regular paddock presence, working with Sky Sports' output and dovetailing his work in the commentary box while also as a pundit. In Singapore last week, he was the first to speak to the top-three finishers after race.

Earlier in the day we had spent some time together in the Marina Bay paddock to chat over his racing career. Despite the intense heat and humidity of the tropical Singapore weather (and just before the downpour that delayed the start of the race by an hour), PdR was in buoyant form and good humour – just as he was that morning in 2013 when we nattered at the launch of the new Force India.

This time around, we started chatting about his karting days...

"There were good guys, but Lewis was at the very top"

Paul di Resta

Question: What was your earliest memory of racing against Lewis Hamilton?

Kieron Throphe
Via email

PdR: "We raced karts together when I was eight years old. It was British championship level, so we were competing all over the country. It was very competitive at that time and in some ways, that's where it all started. There were a lot of good guys around then, but of course, Lewis was at the sharp end."

"There was no one person dominating, everyone was equally getting successes.

continued on page 22



Early car racing steps were taken with the Eurotek team in Formula Renault in Britain in 2003

FEATURE



Formula 3 days with Vettel and Hamilton

The competition was certainly high."

Question: Where did you get the bug for motor racing from?

Liam Hendy

Via Twitter

PdR: "It was all down to my dad [Louis di Resta]. I grew up around the race tracks as my dad was racing karts, firstly before I was born, and then he went into Formula Ford. I remember when I was young going to the Formula Ford Festival at Brands Hatch, then going to Oulton Park and Knockhill when he was doing FF1600.

"It wasn't a case of 'did I want to race?' it was more like 'when can I start?' So I was in a kart at two-and-a-half years of age, going around a yard and it started to get serious about seven

months before my eighth birthday.

"Then dad packed in his racing a week after my first race. Purely because he said he got more enjoyment out of watching me. Literally, one week on, he said 'I've had enough now, I want to concentrate on you.' He stopped and on we went. He was then everywhere with me, we didn't have the money to go with teams, so it was out the back of the van with him. He was the mechanic, the engineer, and he was giving me the basics of what to believe in – what not to believe in.

"I was lucky in a sense and it was unusual as a lot of kids don't listen to their parents, do they, when they are growing up? They need someone else to coach them along the way. You probably have more comeback whereas

someone else is a bit more like a teacher. You always say to your kids, 'do you do that at school?' No. 'So why are you doing it at home then?' Fortunately dad was successful enough that he made it happen for me."

Question: When you were racing in Formula 1 did your father still pick up on things you were doing and try and coach you?

Jamie Carroll

Via Twitter

PdR: "I think he understood that when I got into cars, that is when you have to become your own individual. He was obviously very interested – and still is – but the more my career went on, the more he stood back as he understood the level outgrew where he was. That's

because I'm immersed in it. He had to be part of the journey and I absolutely think, what you see with Max and Jos [Verstappen] at the moment, they have put their life into it, so they have got to be part of that. I don't like not seeing parents around. It's not only your dad, it's everyone, brother, sister and it's their sacrifice too."

Question: What are your memories of racing for Vijay Mallya at Force India in Formula 1?

Tarun Rohilla

Via Facebook

PdR: "He gave me a chance in Formula 1 but it wasn't always Vijay I was in touch with when I raced there. He was a character in the paddock wasn't he? Maybe 10 years too soon for the characters we have today. He was clearly passionate about what he did. Looking back, it was tense all the way through... there were always rumours and things being said.

"It wasn't always easy and what you saw on TV was not the full story. It was always on the edge with the team's survival funding-wise but somehow as a team we managed to get across that.

"That's probably one of the reasons why that team as a unit still exists – there are a lot of faces at Aston Martin that went through that, despite it not being a problem anymore. It wasn't the nicest way it ended, but that was the way it was and it was their decision. I had good years with Vijay Mallya."

Question: What was the most satisfying race of your career?

Zak Harris

Via email

PdR: "It's a toss up between Singapore 2012 and I would say Bahrain 2013. Both of them fourth places, both on merit.

"The Bahrain race, I was four laps away from a genuine podium – and got pipped. Then here in Singapore, very close to the podium again. Had the safety car not come out I would have beaten [Fernando] Alonso to a podium. And I think in that car it would have been quite something. We didn't luck into anything, qualified sixth, finished fourth. Results like that, in a car like that, were certainly days when we were punching above our weight."

MN: How tough did you find it to race here [Marina Bay] on this circuit with the heat and humidity?

PdR: "Honestly I didn't find it hugely that tough, because it's slow speed. The biggest thing is whether you're conditioned for it. If you were conditioned for avoiding exhaustion then mentally you got over it.

"I thought Suzuka and Silverstone were far bigger, bolder tracks, and I put more energy into them. I don't know if that's anything to do with my height? Here was for me, not the true test, I thought Malaysia during the day was worse. I remember doing the first session there once and thinking 'how

"We ran the kart out of the back of a van, me and my dad"

Paul di Resta



In 2004, di Resta's ability was recognised with the MABA trophy



Tackling the Monaco streets in Formula 3

is this possible to get through a grand prix?!' The heat soak in the car was worse because of the stopping and starting during a session.

"Actually there were times even in Budapest in the height of summer that I thought were more physical than racing here."

Question: What emotions did you feel when you got the call up to suddenly drop the mic and drive for Williams at the 2017 Hungarian Grand Prix?

Scott Faber

Via email

PdR: "You're never ready, are you? When I look back you think could I have done more? But I immersed myself into the team over a year and a half. My whole thing when I was at a grand prix I was working with Sky, so I never wanted to take people's attention away from their jobs, so I was always in the engineering meetings listening – and caught up that way. I did a bit of simulator work, but not a lot. Was I ready to jump in? Fortunately I was and I did and away I went."

"As soon as I let go of the speed limiter, I felt at home. The hour before was a huge step, obviously. But I never got the chance to do any practice, it was straight into qualifying, which was a huge amount of responsibility. I'm shocked they did it to be honest. But at that point of the year: to go out – the race before the summer break – everyone is at contract talks and at the

top of their game. It was a hard thing to do, but I think I did as well as anyone could given the circumstances.

"You wished it was at a time when there were consecutive races, as you would have got another go, and it might have been a chance of career path. But you can only live life with the cards you are dealt..."

MN: Wasn't there some issue with your boots?

PdR: "That was the hardest thing: the boots. Basically when I drove for Force India I used customised Alpinestars boots. By the end of that race when I had to retire, I couldn't walk. The reason is that they were just boots off-the-shelf. And it wasn't my neck or my shoulders, it was my feet that hurt the most."

Question: You raced in a golden era of young up-and-coming British talent that were all linked to Mercedes: Yourself, Jamie Green, Oliver Jarvis, Gary Paffett. Were you the quickest of that quartet?

Will Berry

Via Twitter

PdR: "Well, I'd certainly say so, yeah! That was the thing: Mercedes and Norbert [Haug] were very good at picking talent. They took me in, and I guess more of us should have made it to Formula 1 or been given a longer chance. But you are constrained to where you are sometimes. This is what is going on in Formula 1 at the moment: I don't believe that you should have



The Scotsman was second in the DTM in 2008 in his second season in the series with the HWA Merc team

continued on page 24

FEATURE



A fourth-place finish in Bahrain 2013 was an F1 career highlight



Di Resta's penultimate victory in the DTM came on a crowded Brands Hatch circuit during 2018 campaign

to do Formula 3 and Formula 2 to get to F1. I certainly couldn't afford it.

"I look at the Superlicence points system now and what kids have got to do and it's unfeasible the wealth that's needed. Certainly, none of us had that money and wouldn't have been able to do it."

Question: With Mercedes behind you and going the DTM route, did you ever think F1 was unachievable?

Aaron Capon

Via Facebook

PdR: "I actually could have got to F1 quicker if I hadn't been tied into my Mercedes contract. After my first professional race in DTM, Frank Williams was desperately trying to get me into the car the whole of that year [2007] to take the role that eventually Nico Hulkenberg took. That was supposed to be my deal but it didn't happen."

"The role was test driver in 2008 and it was guaranteeing me the race drive by 2010 but more likely '09. But with the investment Mercedes took me through Formula 3 which I couldn't do without them – it couldn't happen. And it wasn't for the want of trying."

"Literally the call came after my DTM debut. I had a very good race and on the back of winning F3 – I guess after that I thought F1 wasn't going to happen. But I got a decent push, and the person who supported me the most was former McLaren boss Martin Whitmarsh. He was the guy that, when they had the collaboration with Force India and they were doing assessments for the future, said he wanted me to be involved with them."

Question: Is it true that you did DTM because your cousin Dario Franchitti had gone the same route?

Ashley Hawkes

Via email

PdR: "Well, we're related and it was a decent link into it. My dad was a huge part of what Dario did and travelled with him as he did with me. Dario had the links with Mercedes, I had been about a bit and I guess that initiated the relationship early in a sense with their young driver programme."

"I did a good job when I tested a DTM car for the first time and it gelled together at the right time."

"Dario and I are hugely close and he went into IndyCar on the back of Mercedes doing engines in the US."

Question: DTM, F1, sportscars, you have a long a varied career, which is the best car you have raced?

Scott Kirkwood

Via Twitter

PdR: "Formula 1 stands out because they are the best cars in the world aren't they? They are the fastest of their time. No matter what race car there is, they have to be the fastest. I was fortunate to be round when the blown diffusers were part of the regulations. That was a huge step in terms of what they could achieve in performance."

"They were amazing, when you consider what you were doing with exhaust gas. The difference it could make [was amazing] and it made you appreciate what aerodynamics can do. I landed into Singapore here and I was watching the vortex coming off the Boeing 787 over the humid air off the wing. You think of that vortex generator is, in essence, how a Formula 1 car works and it's how the engineering geniuses connect all those airflows together."

Question: What has been your most fun wheel-to-wheel battle on



The Peugeot hypercar is a fresh challenge for di Resta

the race track?

Josh Short

Via email

PdR: “Scraps on the race track are good, but to be honest I always liked the strategic battles. Because in a sense it’s a fight against the unknown. And those are the competitions which are generally the most tense and when you are the most focused in what you are trying to achieve. Often you will not know until you have reached the end if you have been successful or not.

“There are times in races when you are given huge challenges and I guess that one of the ones that stands out was in 2012 in Bahrain [when he was sixth].

“We went for a two-stop and it was a time that we missed the Friday because of the petrol bomb and civil unrest. We missed a day and then decided that we were going to do a two-stop. I thought that was edgy and I literally took the flag in front of three cars and the first was Fernando Alonso who I beat by 0.4s across the line. They were catching, catching... and the effort to get that done. If it had been another lap I was done for, I had no tyres left, but we

made it work. We knew what we had to do and we were on a countdown and calculated it.”

Question: What have you made of the new Peugeot hypercar you are racing for in World Endurance Championship this year?

Dave Herbert

Via Facebook

PdR: “I don’t have a huge amount of experience yet. Hypercar and sportscar racing in general has gone a very different route. We’ll find out what it’s like soon when all the manufacturers join. The rules mean that it’s a BoP [Balance of Performance] car. It would be nice if they were a bit lighter and a bit quicker. Personally I think they could be faster and yet any car on the edge still feels something when you’re trying to rip the horns off it.

“They are good people to be part of and they are very serious about what they’re doing. We just have to hope it’s successful. Certainly, the challenge of trying to win Le Mans is quite something.”

Question: Which is your favourite

circuit to drive on?

Jordan Clark

Via Facebook

PdR: “In a proper car it has to be Silverstone or Suzuka. I couldn’t pick one or the other. That’s purely because of the challenge with the downforce. There’s nothing more satisfying than a lap of Suzuka when you have nailed it.”

Question: Which driver did you look up to growing up?

James Binfield

Via email

PdR: “You always have to look at the guys at the top of the sport. You have to look at Michael Schumacher. He was the guy, who when I was properly understanding what it was about, who was dominating the sport and you admired him.

“But when I got in the car, it was Alonso who I was watching when I was in F1. I would study his onboards and watch what he was doing. He was the guy – I think – who had the most ability. What he did just seemed magic. When you looked at his hands and saw how he went about things. I had a lot of respect

for him and I still do. I’m not surprised at how well he’s doing [with Alpine in Formula 1 in 2022].

Question: What one change would you make to Formula 1 that would improve things?

Dion Jarvis

Via email

PdR: “I guess it’s the noise of the car that I would change. The reason I say that is that the memory I have when I heard a Formula 1 car drive under the Bridge at Silverstone for the first time, the hairs on the back of my neck stood up. And I wonder whether the kids get that now when they hear it? And in the back of the garage, when the car is fired into life, you would think shit am I getting in this car?! It got you then, but you don’t get that anymore.”

Question: It’s been announced that Sky will continue to show F1 in the UK until 2029, how have you enjoyed the transition to being in front of the camera?

Lewis Jenkins

Via Twitter

PdR: “Sky is a great team to be a part of. They are world-leading when it comes to what they do, certainly in sports broadcasting. They bring that knowledge into Formula 1 and they give back a feeling of being here to those watching on the sofa. And we try and share the experience of what we all love, which is being here. Not everyone is lucky to be part of this and it’s a great world to be in.”

Question: Red Bull’s Max Verstappen is on the verge of his second Formula 1 World title. How does he rank in your opinion?

Lottie Wiggans

Via Twitter

PdR: “It’s difficult to think that someone

could go on to be better than Lewis Hamilton in terms of statistics, but Max has got raw talent and he could be another record-breaker. You have to take your hat off because of what he does in a car requires respect.

“We all envy how naturally it comes to him. He’s very calculated and he’s coming at this season in a very different way compared to last year. Winning one title does change you – change for the better. I think you’re seeing someone who is at the top of their game and at the top of the sport.

“He’s still the same person and regardless of everything that happened and the battles last year, you want to see more of Max Verstappen and Lewis Hamilton racing each other for years to come. At some point we are going to be denied that.

“It reminds me of a great tennis era, are we ever going to see [tennis’s big three] Roger Federer, Novak Djokovic, Rafael Nadal again? What would they go on to achieve if they had not been fighting each other?

“When you talk about the best drivers that came through the sport there are sometimes lean periods and then there is this wash of talent that comes through which we have now.

“And I guess there is that wash of talent that we have been struggling with in the UK for five or six years and then now you have George Russell and Lando Norris come through.”

MN: Have you been surprised with Russell’s performances against Lewis this year?

PdR: “Not really. And I’d love to see Lando in a competitive car because he’s obviously oozing with ability and it would be great to see him given the chance and it would be great to see him use the tools that McLaren can give him.” ■

“I have always enjoyed strategic battles”

Paul di Resta



Di Resta got a late call-up to drive for Williams in Hungary in 2017

REVIEW: HILLCLIMBING

UPHILL RIVALS: THE BATTLE FOR THE HILLCLIMB TITLE

Paul Lawrence reflects on the contest for this season's British Hillclimb Championship

The record books will show that Wallace Menzies clinched a hat-trick of British Hillclimb titles in 2022. But that success only came after a season-long battle with his main rival Alex Summers in what was another golden year for this branch of the sport as it celebrated 75 years of the British Championship.

It is common across sport, including motorsport, for arch rivals to be sworn enemies, with bad blood and infighting underpinning the main competition. That could not be further from the case in top flight hillclimbing, where respect, sportsmanship and friendship are key elements of the package. Of course, when the clock is running, the competition is still just as fierce.

It is a little after 0800hrs in the Loton Park paddock on the final day of the BHC season and the beautiful parkland is awakening in the early sunshine. In a few hours, either Menzies or Summers will be champion and the other one will be runner-up. Yet, while their teams tinker about readying the cars for the day's competition, Alex and Wallace are sitting together on the back of the Menzies truck. They are chatting and sharing a joke as Alex shows Wallace how to get the best out of Instagram. It is a moment that encapsulates the spirit of five months of competition.

Of course, this was never just a two-horse race as champions Scott Moran and Trevor Willis took the fight to the top two, while Dave Uren bagged a brace of wins and Matt Ryder marked himself as the sport's rising star.

It all began at Prescott in late April with the bluebells and blossom in full display. That season opener didn't go the way that defending champion Menzies had planned as he struggled for pace in the Gould GR59.

Menzies explained: "Prescott was our worst two results. But what Prescott did do is give us a kick that we needed to pick up our game. We'd done a lot of winter testing that had looked good and all the data was good but then when it came to the real-world hillclimb it just didn't work. I think we finished a tenth of a second down and ended up fifth but it was more where we thought we should be and could have been against our own data that frustrated us more. I think that made the team stronger because everybody picked



Menzies overcame a tough start to the 2022 campaign

themselves up and worked even harder."

Under a week later, Menzies was right back on it as the closed-road Craigantlet hill in Northern Ireland delivered the season's only fully wet event. In a sport where margins are often a couple of tenths or less, a Menzies-Summer margin in the second runoff of 1.25s was massive. Summers said: "Wallace had a shocker at the beginning of the year, by his standards, at Prescott. But he came out and absolutely whipped us at Craigantlet."

Menzies pressed home his advantage at Harewood in May, twice breaking his own hill record but at the quadruple header at Gurston Down it all came right for Summers, who won three out of four and twice bettered the hill record. Summers said: "The start of the season at

places like Doune, Gurston and Shelsley suit me but what I've got to work on is the end of the season. At places like the Channel Islands and Prescott, Wallace is super-fast."

They were almost inseparable in changing weather at Shelsley Walsh but at Doune in June, another quadruple-header, Summers was largely unstoppable and won three from four with two more new hill records. And that was how it went on but over the closing weeks of season the pendulum swung back towards Menzies. Summers failed to start one runoff at Harewood in July when his fuel pump failed.

Finally, it was all on Loton Park in late September and when Summers spun the DJ Firestorm in the first runoff when on

target for a win, it was all over. Typically, he was one of the first to congratulate the new champion.

Menzies summed up the year: "It's been absolutely cracking, a really, really good season. Whatever happened at Loton Park on the final day of the season, it was just an honour to be a part of it. It's been great fun and that's what it's all about. It's where you come to compete against the best you can find in your sport."

"I think where the times have gone this year and the number of outright hill records shows the depth of quality and how hard everyone is pushing. The sport just keeps evolving and it's fantastic."

"Alex isn't weak anywhere and that's a problem. He's a rip-roaring pain in the backside. He's very, very good and he's

very clever with the car. Alex has a far greater depth of knowledge of the car technically. I have a huge amount of respect for Alex. He is outstanding. You see what he did in the McMurtry at the Goodwood Festival of Speed."

Summers was quick to confirm that Menzies' had the consistency that his own campaign sometimes lacked. He said: "Wallace just does have that amazing consistency, both in himself and also in the car. He doesn't have a bad day, whether it is his driving or the work that he does with [car preparer] Tommy New, you cannot rely on them having a bad weekend. And you shouldn't. You've got to be fast; you've got to be consistent. And we have been incredibly fast. It's been lovely to get so many record points and wins, that's brilliant. I don't derive my whole enjoyment from winning the championship. I think that would be really sad."

"We have collectively done a lot right this year in terms of our team. But we've shot some own goals, and we've got to own those and take responsibility for that. We've got a really competitive car and we've got a good engineering relationship. We're much, much closer than we've ever been before. There are hills where I think the Firestorm is the



Menzies (left and above) claimed the crown in the Loton Park final

"Alex just isn't weak in any areas"

Wallace Menzies

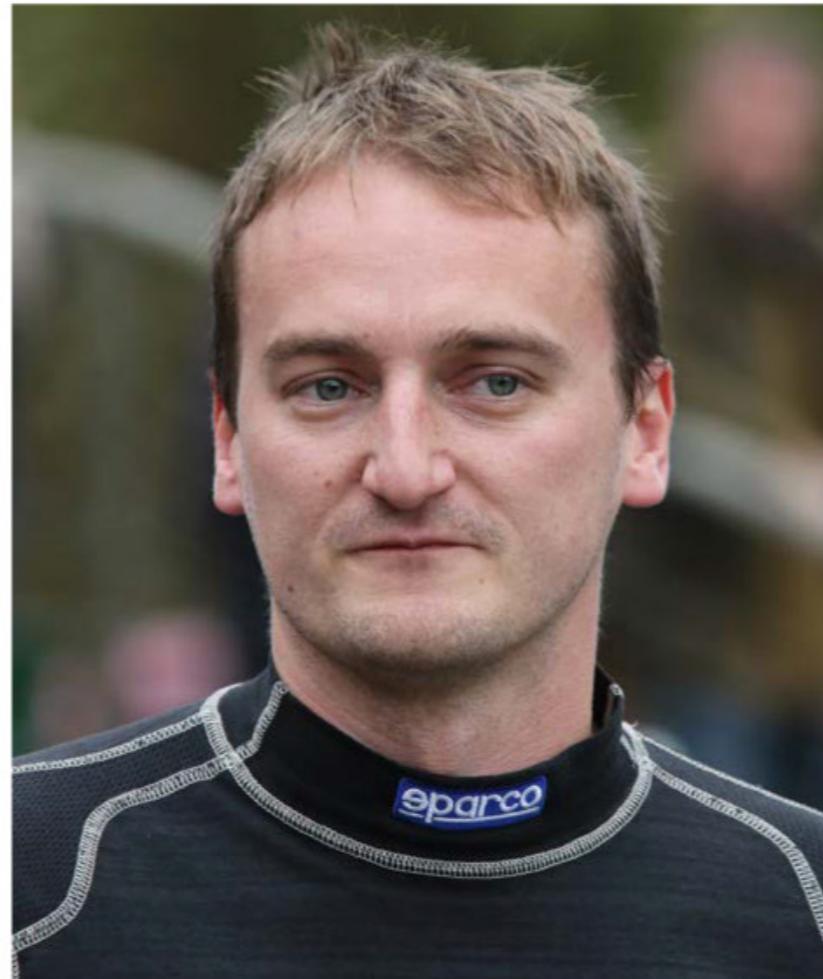


Summers took 10 round victories during the season

RESULTS

The 2022 BHC

ROUND	VENUE	MENZIES	SUMMERS	MARGIN
1	Prescott	5	2	0.08s
2	Prescott	3	1	0.71s
3	Craigantlet	1	2	0.56s
4	Craigantlet	1	3	1.25s
5	Harewood	1*	4	0.62s
6	Harewood	1*	2	0.29s
7	Gurston Down	2	1	0.06s
8	Gurston Down	2	1*	0.27s
9	Gurston Down	2	1*	0.32s
10	Gurston Down	3	2	0.38s
11	Shelsley Walsh	2	3	0.08s
12	Shelsley Walsh	2	1	0.07s
13	Doune	2	1*	0.62s
14	Doune	3	2	0.72s
15	Doune	3	1*	0.73s
16	Doune	3	1*	1.08s
17	Harewood	1*	DNS	N/A
18	Harewood	2	4	0.12s
19	Bouley Bay	1	3	0.05s
20	Bouley Bay	1	2	0.17s
21	Valdes Terres	2	1	0.01s
22	Valdes Terres	1	4	0.68s
23	Wiscombe Park	2	1*	0.26s
24	Wiscombe Park	1	3	0.21s
25	Shelsley Walsh	2	4	0.26s
26	Shelsley Walsh	Cancelled		
27	Prescott	8	10	0.51s
28	Prescott	1	2	0.06s
29	Loton Park	1	DNF	N/A
30	Loton Park	1	2	0.05s



Summers admires Menzies's success in racing and life



Best of friends: Summers congratulates Menzies after epic last day

fastest car and there are hills where I think it's still not."

Like his rival, Summers loves the feeling in the hillclimb paddock. There are no big awnings here, and the top drivers spend 12 weekends set up right next to each other, often in fairly cramped situations.

Summers said: "It is brilliant and it is a privilege to be part of it. Even if I have a crap weekend, I still go to work the next day thinking I'm lucky to be able to do it. It's a culture of respect and

inclusivity, whether it is new drivers coming in, different cars or different manufacturers. It's massively important to protect that culture.

"I hear some sports psychologists and they say you've got to hate your opponent. Why the hell would you want to do that? There's a lot of respect. Obviously, Wallace is successful in business and he's successful in motorsport. He is constantly self-critical and constantly self-analysing.

"You just do not see him get out of the

"Menzies simply doesn't seem to have a bad day"

Alex Summers

car and go right, pub! He's much, much better than I am at that and is much more consistent. That is what a champion does. It's having that level and being able to operate at that level for year after year. Everyone is going to have good bits and bad bits.

"I think Scott Moran is the master of high-speed corners, Matt Ryder seems to be amazing on turning and rotating the car. Sean Gould is bravery like you wouldn't believe. But Wallace is a little sprinkling of everything."

ALSO IN THE HUNT



Scott Moran

Third in the title race

He says: "I had a ringside seat of the battle between Wallace and Alex. It's been really interesting to watch but I'd like to have been involved a bit more. I'd like to be in it! They've

got very different ways of doing things. Wallace is straight on the case out of the box and I think Alex likes to build up a little bit. "You can't say that there's anything either of them are bad at: it is quite annoying! I would

say Alex is a more natural talent, whereas Wallace has really had to work hard to get to that stage. But he's worked immensely hard to get there. He's got the right team around him to get the car sorted and he's got ultimate confidence in it."



Trevor Willis

Fourth in the title race

Willis says: "I've done some personal bests this year, which I'm very pleased about. There's a whole load of really good cars so to be up there trading times with them has been really good.

Wallace has achieved a level now which is very, very high.

"For Alex, this is the first year with the car in that configuration and he's done fantastically well but probably hasn't got the consistency that Wallace has got because

Wallace's car has been settled for several years. "But it makes it an intriguing battle and very difficult to predict who's going to go well where. They put those times in and so you think: 'well, it's obviously possible, so we'd better give it a go!'"

It's all about a numbers game

One of the targets for any competitor in the British Hillclimb Championship is to 'get a number'. Finish in the top 10 points this year and that's the number your car will carry throughout next season.

At the top of the pecking order in 2023 will be Menzies,

Summers, Moran and Willis before rising star Matt Ryder slots firmly into the big league with number five. Dave Uren retains number six for a second season.

Despite ending his year with a high-speed off at Loton Park, Richard Spedding will carry number seven on his GWR Raptor as the

best of the under two-litre cars, while Paul Haimes and David Warburton forged their smaller-engined Gould GR59s into eighth and ninth. Finally, Stuart Sugden did enough in a part-season, capped by a mighty third in Prescott rain shower, to grab number 10 in his GWR.



"The informed tyre choice for optimum performance and longevity."

/// AR-1: 90% Track / 10% Road

The Nankang AR-1 is available in 12" to 21" with more sizes constantly being added. It's a faster, more refined track tyre, designed to combat high intensity circuits such as Nurburgring and Spa, for the track enthusiast who is hunting lap times. With only one compound option and with all tyres being produced with 5.5mm tread depth, the AR-1 is positioning itself in amongst the greats of the track tyre market. The AR-1 is used as a control tyre by championships like BMW 1 series SuperCup, Civic Challenge & Classic VW Cup as well as a podium winning tyre in open tyre series such as Tourismo X, BMWCCR and 750MC Club Enduro. 100TW tyres in 17" and above now contain a kevlar lining to further increase stability and consistency. The AR-1 has achieved EU tyre labelling giving it MSA List 1B approval.

 **NANKANG**
TYRES



-  [Nankangtyreuk](#)
-  [Nankang Tyre Uk](#)
-  [@NankangTyreUk](#)
-  [nankangtyre.co.uk](#)

RALLY REPORTS

JERSEY RALLY: JERSEY MOTOR CYCLE AND LIGHT CAR CLUB BY PAUL LAWRENCE

OCTOBER 7-8

Photos: Ban and Paul Lawrence



Bird marked return with win



Richard Fishleigh was quick out of the blocks on his way to a second-placed finish

NO FLAP FOR BIRD ON NARROW JERSEY LANES

Frank Bird and Jack Morton were the toast of Jersey over the weekend when they dominated the Jersey Rally in their Ford Fiesta Rally2.

The GT racer and sometime rally driver was in Jersey for the first time and on his first rally since June and delivered an utterly compelling performance on the narrow, tight and twisting island lanes.



Baudains claimed third

Bird ended the rally nearly two and a half minutes clear of Richard Fishleigh and Jason McCullough while best of the local crews in third were Jeremy Baudains and James Ollivro in another Escort Mk2.

More than 80 cars lined up in Jersey for this year's instalment of one of the best but least-known closed-road rallies in the UK. A schedule of 26 special stages and 105 competitive miles, between lunchtime Friday until Saturday afternoon, delivered a fantastic challenge. Jersey has its own atmosphere with tight lanes, nearly impossible hairpins and high walls, hedges and banks waiting to punish those who step even a little out of line.

After the recce, Bird said: "It's even more narrow than I was told. But there's no pressure

and I'm looking forward to the challenge," knowing that he had to be inch perfect in the Rally2 Fiesta to keep it away from anything solid.

The action started on Friday afternoon with three stages repeated and it was Fishleigh who set a searing pace on the opener to head Bird by a couple of seconds. But immediately Bird showed his pace by chasing the Fiesta Rally2 of Dom Buckley team-mates Lee Vivian and Will Rutherford into stage finish, having started the 3.7-mile Maufant stage 30s after them.

Two stages in the opening leg were cancelled after two leading crews crashed out on the same stretch of road on Maufant 2. Top seeds Ross Le Noa and Domonic Volante and Sam Touzel and Aaron Nicolle both went out,

costing Le Noa his chance of a third win in four years.

Six stages in the dark of Friday evening set the seal on Bird's victory as he dominated with six fastest times in a row and by the end of Friday he had half a minute in hand over Fishleigh.

Saturday started with two stages run three times each in the morning, and two stages run four times each in the afternoon. Apart from a steady start on the opening Greve stage when he dropped a couple of seconds, Bird was in charge and won the remaining 13 stages. It was a stunning performance using the best equipment to incredibly good effect.

Cornishman Fishleigh, who had arrived on the island straight from the Chris Kelly Memorial Rally on the Isle of Man, turned in a fine performance to bring

his 2.5-litre Duratec-engined Escort up to second, seeing off Baudains by just 12s after a long battle.

The Channel Islands Escort Mk2 pack filled out the rest of the top six, with Dave Oliveira/Victor Nobrega, Dale Crowsley/Steve Gulley and Robert De St Paer/Steve Hobbs all finishing strongly.

Next of the visitors were Jim Munden and Andrew Frost in their Escort Mk2 in seventh, just two seconds up on the wonderful Ford Anglia Simon and Katie Le Noa. With its latest 2.5 Millington engine, the 'Angry Box' looked and sounded sensational.

Ninth overall, and best of the front-wheel-drive cars with a constantly attacking drive were Andy Corner and Adrian Camp in their Peugeot 205GTi. Sadly,

Andy's son Dan had to switch to the Trophy Rally on Saturday after upending his 205 on Friday afternoon.

Rounding out the top 10 was another of the drives of the rally as David Kynaston and Andy Conibear took their historic-specification Triumph TR7 V8 into a brilliant 10th in a car not always well suited to tight and narrow lanes.

Results

Organiser: Jersey Motor Cycle and Light Car Club
When: October 7-8 **Stages:** 24 **Starters:** 84
1 Frank Bird/Jack Morton (Ford Fiesta Rally2) 1h49m27.6s; 2 Richard Fishleigh/Jason McCullough (Ford Escort Mk2) +2m28.5s; 3 Jeremy Baudains/James Ollivro (Ford Escort Mk2); 4 Dave Oliveira/Victor Nobrega (Ford Escort Mk2); 5 Dale Crowsley/Steve Gulley (Ford Escort Mk2); 6 Robert De St Paer/Steve Hobbs (Ford Escort Mk2); 7 James Munden/Andrew Frost (Ford Escort Mk2); 8 Simon Le Noa/Katie Le Noa (Ford Anglia); 9 Andy Corner/Adrian Camp (Peugeot 205GTi); 10 David Kynaston/Andy Conibear (Triumph TR7 V8).
Class winners: Paul Vibert/Richard Amy (Ford Escort Mk1); Paul Trebert/Jason Carre (Peugeot 206); Mark Syvert/Chris Fox (Ford Escort Mk1); Fishleigh/McCullough; Corner/Camp.

ADGESPEED STAGES: WIGAN AND DISTRICT MOTOR CLUB BY PHIL JAMES

OCTOBER 9

STONE FAMILY SUCCESS AT THREE SISTERS

John and Alex Stone were quickest from the off at Three Sister, setting fastest time on each of the first seven stages, to claim another victory in their VW Polo GTi RS.

Behind the father and son, the battle between a brace of Darrian T90 GTRs was decided in favour of Jason and Lee Wilson thanks to the tie break rule after they finished on matching times with Mark Smith and Tim Nunn.

Paul Murro and Callum Cross had been on course for a fourth-place finish before their Ford Fiesta R5's turbo blew on the

SS11 finish line allowing the similar car of Sean Cassidy and Noel McMullan to move up the order and claim the Class E awards. Rounding off the top five were Berwyn and Mari Haf Evans in their Ford Escort Mk2.

Aled Morgans secured the Heart of England Driver's Championship after he and co-driver Mark Rodway overcame early suspension setting and tyre choice issues to finish sixth in their Escort Mk2. Mike Gilman and Jonathan Needham escaped unscathed from an altercation with a tyre

wall on SS7 to bring their Honda-powered Darrian T90 home in seventh place.

A missed split on SS2 cost Kevin Furber and Andy Medicott almost a minute leaving them in 46th place but the Peugeot 208 crew then set a string of top 10 times to finish eighth. After their Escort Mk2's starter motor failed Gareth Hughes and Ifan Devine needed push starts for the final four stages but made it home in ninth place ahead of Kim and Yvonne Mather's immaculate historic-specification Sunbeam Lotus. **Results**

Organisers: Wigan and District Motor Club.
When: October 9. **Where:** Three Sisters Race Circuit, Wigan. **Championships:** ANWCC; AWMMC; ANCC; SD34; 6r4 Three Sisters Rally Challenge. **Stages:** 12. **Starters:** 50.
1 John Stone/Alex Stone (VW Polo GTi R5) 26m38s; 2 Jason Wilson/Lee Wilson (Darrian T90 GTR) +0m19s; 3 Mark Smith/Tim Nunn (Darrian T90 GTR); 4 Sean Cassidy/Noel McMullan (Ford Fiesta R5); 5 Berwyn Evans/Mari Haf Evans (Ford Escort Mk2); 6 Aled Morgans/Mark Rodway (Escort Mk2); 7 Mike Gilman/Jonathan Needham (Darrian T90); 8 Kevin Furber/Andy Medicott (Peugeot 208); 9 Gareth Hughes/Ifan Devine (Escort MK2); 10 Kim Mather/Yvonne Mather (Chrysler Sunbeam Lotus). **Class winners:** Gareth Roberts/Sion Rowlands (Citroen AX GTi); Barry Lindsay/Caroline Lodge (Peugeot 106 GTi); Gilman/Needham; Cassidy/McMullan.



The Stones were in dominant form on Wigan event

DONEGAL HARVEST RALLY POSTPONED FOLLOWING EXPLOSION TRAGEDY

Following the tragic explosion at a filling station in the village of Creeslough in County Donegal on Friday, Saturday's Donegal Harvest

Rally was postponed. A statement from the Donegal Motor Club said: "In light of the serious incident that has occurred

in Creeslough today, Donegal Motor Club in consultation with Motorsport Ireland has decided to postpone the 2022 Donegal Harvest Rally

which was due to take place on Saturday, October 8. Our thoughts are with all who have been affected at this time".

The Muckish stage started close to Creeslough and the meeting point for its marshals was at the Applegreen station. The rally was due

to have been the final round of the National Rally Championship and had attracted a capacity entry of 150 cars.

EXCLUSIVE CHRISTMAS SUBSCRIPTION OFFER

THE PERFECT GIFT FOR THE MOTORSPORT ENTHUSIAST

Great reasons to subscribe

The voice of British Motorsport
and a must-read for all fans



Take out a gift subscription
today and save up to £60



They will never miss an issue



Delivered straight to their door



Or you can treat yourself!



**26 ISSUES
FOR JUST
£42.99**



TWO EASY WAYS TO SUBSCRIBE

VISIT [SHOP.KELSEY.CO.UK/XMAS22MN](https://shop.kelsey.co.uk/xmas22mn)

OR CALL 01959 543 747 AND QUOTE 'XMAS22MN'

UK annual direct debit offer. Guarantee delivery by ordering before 17 December 2022. Offers available for UK customers only.

Savings are based on the standard cover prices. Offer ends 24 December 2022. The subscription will start with the first available issue after Christmas 2022. Prices correct at time of print and subject to change.

For full terms and conditions visit shop.kelsey.co.uk/terms. To see how we use your data view our privacy policy here shop.kelsey.co.uk/privacy-policy.

RACING REPORTS

SNETTERTON: MSVR BY PETER SCHERER

OCTOBER 8-9

Photos: Steve Jones



Hugo Cook heads away
the busy GT Cup pack



Jones took a victory brace in the Pickup clashes

COOK SERVES UP TWO GT CUP WINS

With the Mercedes AMG GT3s of Hugo Cook and Ian Loggie both sliding off on a fluid spillage on the second lap of the opening GT Cup race, Morgan Tillbrook's McLaren 720S was in charge.

Pulling well clear after three safety car laps, Tillbrook was then given a post-race penalty for earlier contact with Mike Price's Mercedes. It dropped him to fourth and that eventually handed victory to Simon Orange's McLaren, ahead of Ian Campbell's similar car and the recovering Price.

Cook and Tillbrook made an early escape in race two, with

Orange demoting Campbell from third on lap five. Cook was the last to make his stop but, after initially retaining his lead, he had to pit again after missing the window.

Marcus Clutton/Tillbrook took the win, with Callum Macleod/Price taking second from Cook with four laps remaining, while 2022 champions Michael O'Brien and Orange were fourth.

Cook had the lead from the start of race three but overshot the Wilson Hairpin. He managed to hold onto second and closed the gap to Tillbrook's lead before snatching victory into Murrays a lap from home. Loggie and Orange were

third and fourth throughout.

There was a second win for Cook in the final race. He led from start to finish. Tillbrook had been second until the stops but had dropped to third behind O'Brien and Orange on rejoining while Price rounded off the top four.

Reece Jones finally got the better of Dale Gent to win the first Pickup race with Matt Simpson snatching third from Dean Tompkins on the last lap.

With both Gent and Mark Willis picking up punctures in race two, they tumbled down the order. Championship leader George Turiccki lost out too, as Simpson ousted Allen

Cooper exiting Murrays a lap from home for the win.

With Willis retiring with a broken fuel rail, Jones won race three as Turiccki defended hard to try and retain second. Tompkins, Gent and Tom Hutchins finally got by on the last lap.

There was a double win in the Tiedeman Trophy for George Line's Dallara. Robbie Watts closed mid race one, but then had to focus on retaining second from the closing Samuel Harrison.

Watts led the second race, but couldn't hold off Line's challenge, as he passed at three-quarters' distance and took the spoils with Harrison a lonely third.

Henry Riley's double win made him the Production GTi Champion. James Howlison was in second from lap two as James Colbourne fell back, leaving Chris Webb in third.

It was a second lights-to-flag win for Riley in race two with Webb a clear second from Ryan Sayer.

Jas Sapra had led the Snetterton Saloons from the start but onto the last lap his BMW coasted to a halt and Karl Cattliff's similar took victory, from Mark Mavers Seat and Stephen Pearson's BMW.

Johnathan Barnett's BMW M3 and Edd Giddings' Z4 were both double winners too, in Racing Saloons and Z Cars respectively.

RACE WINNERS

GT Cup
Race 1: Simon Orange (McLaren 720S GT3); Race 2: Morgan Tillbrook/Marcus Clutton (McLaren 720S GT3); Races 3 & 4: Hugo Cook (Mercedes AMG GT3)

Pickups
Races 1 & 5: Reece Jones; Race 2: Matt Simpson

Tiedeman Trophy
Races 1 & 2: George Line (Dallara F308)

Production GTi
Races 1 & 2: Henry Riley

Snetterton Saloons
Karl Cattliff (BMW E90 M3)

Racing Saloons
Races 1 & 2: Johnathan Barnett (BMW E46 M3)

Z Cars
Races 1 & 2: Edd Giddings (BMW Z4)

SILVERSTONE: CSCC BY MARK PAULSON

OCTOBER 8-9

Photos: Mick Walker



Morris took Special Saloons and Modsports



Open/Slick success went to the unique Volvo S80 of Mustill and Dolby

MORRIS TAKES AN EMOTIONAL VICTORY

Danny Morris took his Cosworth-powered Peugeot 309 GTI to its fourth Special Saloons and Modsports victory of 2022. Racing in memory of his brother Ricky Parker-Morris, with whom he shared the car since its origins in Thundersaloons 30 years ago, Morris passed Andy Southcott's ailing MG Midget after a quarter of the opening 16-lap race.

Southcott brought the car home second before a swift differential change, but onlookers were denied a rematch by gearbox failure on the Pug. Southcott instead had an easy run to late-afternoon victory ahead of Clive Anderson (BMW E30) and Jack

Gadd (Ford Escort RSR), who both limped home ahead of Abbie Eaton, the W Series racer having an outing in father Paul's Holden Commodore.

Anderson had earlier beaten Gadd to third in race one, recovering from a poor start to charge past his rival, who promptly spun exiting Brooklands.

With most of the leading Swinging Sixties Group 1 runners serving success penalties (earned against previous wins) at their pitstops, Tom Pead had a sniff of victory in his BMW 1600Ti. But a spin at Copse proved costly as Sam Polley took the honours ahead of Claire Norman/Charles Tippet's penalty-less BMW 2002. The overheating MGA of Steve

and Jack Smith retired from the lead group after its fan belt failed.

Jon Wolfe took his V8-powered TVR Tuscan to Group 2 honours as his main opposition of Nigel Reuben (TVR Griffith) and Jamie Keevil (Lotus Elan S2) – both carrying success penalties – wilted. Partnered by his coach Scott Gillam, Dean Halsey (Datsun 240Z) and then Stephen Pickering (Sunbeam Tiger) completed the podium.

"That's the first time it's done an hour," smiled Giles Dawson after winning in Classic K by more than a lap. Alex Thistlethwayte (Ford Mustang), Tim Cousins/Mark Cousins (Lotus Elan) and Simon Ham

(Jaguar E-type) could not get close to the pace of Dawson's Elan 26R.

Alex Taylor was delighted to beat Piers Maserati's potent Porsche 964 Turbo in Modern Classics. The next three home – Maserati, Stuart Daburn (TVR Tuscan) and Tom Mensley (BMW M3 E36 Evo) all received penalties for Code 60 violations but the order was not affected.

On his return from injury, Daburn showed the pace to win in Future Classics but was thwarted by success penalties leaving him a minute behind the Lancashire family Morgan +8. A lack of third gear removed Stephen Scott-Dunwoodie from the lead battle.

RACE WINNERS

Special Saloons and Modsports
Race 1: Danny Morris (Peugeot 309 GTI Cosworth); Race 2: Andy Southcott (MG Midget)

Swinging Sixties
Group 1: Sam Polley (Mini Marcos); Group 2: Jon Wolfe (TVR Tuscan V8)

Classic K
Giles Dawson (Lotus Elan 26R)

Modern Classics
Alex Taylor (TVR Tuscan Challenge)

Future Classics
Bill Lancashire/Howard Lancashire (Morgan +8)

Magnificent Sevens
Tim Davies (Caterham Seven)

New Millennium
Dominic Malone (BMW M3 E90)

Open/Slicks Series
Nigel Mustill/Craig Dolby (Volvo S80)

Tin Tops
Russell Hird (Honda Integra Type R)

Turbo Tin Tops
Josh Brooks (Toyota Starlet GT)

RACING REPORTS

PEMBREY: BARC BY CHRIS ASHBY



Newell was a two-time winner in Division 1

OCTOBER 8-9



Simon Reid's race one challenge was shortlived...

HONOURS EVEN IN TRUCK THRILLERS

Thrills, spills and a fair few red flags proved to be the overriding story of the British Automobile Racing Club's visit to Pembrey.

Headlining the action in South Wales were five action-packed – and at times chaotic – contests from the British Truck Racing Championship, where the battle for supremacy in Division 1 and Division 2 intensified.

Reigning six-time Division 1 champion Ryan Smith bagged pole position and

backed it up with a superb victory in race one; albeit after a lengthy stoppage to recover a number of trucks following a first-corner incident. That would be a regular occurrence as the weekend wore on as Stuart Oliver, Simon Reid and John Newell all also triumphed. The latter's first of two wins proved to be a standout moment as he produced a masterful defence to the charging Smith.

In Division 2 there was an equal amount of wheel-to-

wheel entertainment with the spoils being shared between Jock Borthwick, John Powell, Adam Bint, Brad Smith and Luke Garrett.

Maximus Hall strengthened his title challenge in the Junior Saloon Car Championship with pole position in qualifying and three commanding victories. On what proved to be a weekend to remember for the leading rookie, Hall made significant inroads in the standings to set up a grandstand finish.

In Division 2 there was an equal amount of wheel-to-

The MG Owners' Club Championship signed off its season in style with three pulsating contests as Steve McDermid successfully retained his overall title.

Lee Sullivan got the better of McDermid in race one however it wasn't long before the MG ZR driver was back on top, claiming outright honours in the remaining two bouts.

Wayne Rockett and Adam Jones proved to be the class of the field in the Hyundai

Coupe Cup. A pole-to-flag victory gave Jones the upper hand early on, however series veteran Rockett soon bounced back, clinching a brace of wins.

Rounding out the weekend's action were two races from the Welsh Sports & Saloon Car Championship. Boasting a bumper entry list that was packed with variety, Damian Longotano ultimately proved too much for the opposition as he claimed a dominant double in his Westfield SE.

RACE WINNERS

British Truck Racing Championship, Division 1

Race 1: Ryan Smith (MAN); **Race 2:** Stuart Oliver (Volvo); **Race 3 & 5:** John Newell (MAN); **Race 4:** Simon Reid (Iveco)

British Truck Racing Championship, Division 2

Race 1: Jock Borthwick (MAN); **Race 2:** John Powell (DAF); **Race 3:** Adam Bint (Volvo); **Race 4:** Brad Smith (DAF); **Race 5:** Luke Garrett (MAN)

Hyundai Coupe Cup

Race 1: Adam Jones; **Race 2 & 3:** Wayne Rockett

MG Owners' Club Championship

Race 1: Lee Sullivan (MG ZR 160); **Race 2 & 3:** Steve McDermid (MG ZR 170)

Junior Saloon Car Championship

Race 1, 2 & 3: Maximus Hall (Citroen Saxo)

Welsh Sports & Saloon Car Championship

Race 1 & 2: Damian Longotano (Westfield SE2000)

OULTON PARK: 750MC BY RACHEL HARRIS-GARDINER

OCTOBER 8

NEWCOMER COSTA TOPS A DRAMATIC ENDURO IN VW GOLF

The last Club Enduro encounter of the season proved eventful. Newcomer Bruno Costa, driving in the Invitation class, took the win in a VW Golf TCR on his first outing.

It looked as if William Stacey was going to walk away with it in Rob Boston's Lotus Elise, but a driveshaft leaking oil sent him on a lengthy visit to the pits.

There was drama of a different kind in the closing minutes when

Class A leader Kevin Clarke's BMW M3 bounced hard off the pitwall and hit the tyres on the other side. The race was red-flagged and the Seat Leon of Colin Gillespie and Phil Dryburgh was declared the winner, as Costa was ineligible for points.

The delay while Clarke was extricated from his car meant that the second Alfa Romeo race was cancelled. The first went the way of Barry McMahon in his

156. He had started at the back and quickly proceeded to the front, eventually overtaking Paul Plant's Giulietta. Andrew Bourke (156) was crowned overall champion after picking up a few points in the Twin Spark Trophy.

Aaron Cooke took another MR2 championship after a second and a win. Even though his main rival Shaun Traynor was the first-race victor, Cooke

had enough points not to need the win. He got a strong start in race two and Traynor was unable to challenge.

Having taken Locost championship honours with two rounds to spare, Craig Land was now after lap records and put in two dominant performances. His rivals contented themselves with a lively scrap for second on both occasions. Karl Ruijsenaars and David Martin were second in

races one and two respectively.

Ben Short put in a similar performance in the MX-5 championship, wrapping up another championship in race one and going for broke again in race two. Jordan Johnson was second in race one after a successful attack on Ben Hancy on the penultimate lap, with Hancy returning the favour in race two, waiting until the final lap this time.

RACE WINNERS

Toyota MR2

Race 1: Shaun Traynor (Toyota MR2); **Race 2:** Aaron Cooke (Toyota MR2)

Locost Championship

Race 1 & 2: Craig Land (Locost)

MX-5 Cup

Race 1 & 2: Ben Short (Mazda MX-5)

Alfa Romeo Championship

Barry McMahon (Alfa Romeo 156)

Club Enduro

Bruno Costa (Volkswagen Golf TCR)

KNOCKHILL: SMRC BY STEPHEN BRUNSDON

OCTOBER 9

BLACK PROVES A SCOTTISH LEGEND

Stewart Black clinched his second-consecutive Scottish Legends title with a double podium at last weekend's season finale at Knockhill.

Ryan McLeish came out on top in the first race, played out on a drying track after morning rain, beating Black and an ailing Ben Mason, who suffered an engine issue in the closing stages. Light rain began to fall ahead of the second race, but that failed to stop a dominant Black who took a lights-to-flag victory ahead of McLeish with Mason fourth.

With the title already secured, Black in race three finished a somewhat sedate eighth,

two places behind Mason as McLeish won a fully wet affair.

Minimax's Michael Weddell stayed out of trouble to claim back-to-back Scottish Mini Cooper Cup titles with a trio of podiums.

Jamie Blake took overall victory in the first two races in his R53, with Neil Hose leading the Cooper class before Daniel Patterson took his first victory in the final Cooper-only reversed encounter. Weddell's pair of seconds and a third were more than enough to finish ahead of main rival Chad Little.

Esports graduate Sam Corson was crowned Scottish C1 Cup champion after on-the-road race

one winner James Hitchen was disqualified for a technical infringement.

Corson outscored 2019 champion Finlay Brunton in the opener and was crowned after the only remaining contender Hitchen was chucked out. Outgoing champion Ross Dunn won the final race ahead of Corson.

Liam McGill beat Steven Gray in a winner-takes-all pair of races to take the Fiesta ST Cup title. The two drivers have been the dominant forces all season, with McGill edging his fierce rival out in both wet and dry encounters, despite suffering a suspension failure in qualifying.



A win in race two was part of the process for Black's title

In the Scottish Classics, John Kinmond was denied a double victory after a front anti-roll bar failure forced him out of race

two, leaving Kenneth Brown to take the win in his TVR Griffith, with the already crowned Charlie Cope finishing second.

RACE WINNERS

Scottish Mini Cooper Cup

Races 1 & 2: Jamie Blake (Mini Cooper R53); **Race 3:** Daniel Patterson (Mini Cooper)

Scottish Legends Cars Championship

Races 1 & 3: Ryan McLeish (Ford Coupe); **Race 2:** Stewart Black (Ford Coupe)

Scottish C1 Cup

Race 1: Calum Conway; **Race 2:** Ross Dunn

Scottish Fiesta ST Cup

Race 1 & 2: Liam McGill

Scottish Classic Sports & Saloon Championship

Race 1: John Kinmond (Rover 3500); **Race 2:** Kenneth Brown (TVR Griffith)

WORLD RALLYCROSS

WORLD RALLYCROSS CHAMPIONSHIP: BELGIUM BY HAL RIDGE

Photos: Red Bull Content Pool

OCTOBER 8-9



O'Donovan made history in Belgium



The Briton was delighted and still has a hope of the RX2e title

O'DONOVAN PUTS HIS NAME IN THE RECORD BOOKS AS KRISTOFFERSSON TAKES DOUBLE

It had been 29 years since a British driver claimed back-to-back wins in an FIA rallycross series but that barren spell ended the Belgian round of the World Rallycross Championship at Spa-Francorchamps.

While Johan Kristoffersson claimed the spoils in World RX, Patrick O'Donovan delivered his second win in succession in the RX2e electric support category.

Not since early in the 1993 season, when Richard Hutton won the Portuguese and French rounds of Euro RXs then Division 1 support category had a British driver stood on the top step on the podium in consecutive races.

While early-season form means O'Donovan's hopes of claiming the single-make title remain an outside shot at best, the result, which backed up his win in the Latvian round of the championship last month, further stamped the 18-year-old's name on the minds of those in the international rallycross scene and beyond.

Arguably guilty of being a little rash at times early in the campaign, O'Donovan's success in Spa came thanks to measured drives throughout

the qualifying stages. He secured pole position for the final while the other frontrunners ran into different issues throughout the encounter.

At the start of the final, O'Donovan made the best start and he was chased by series leader Viktor Vrankx, the Belgian taking his joker at the first opportunity and incredibly returning to the main track still second. Behind him, on the exit of Turn 1, Isak Sjokvist and Raul Ferre were put out of contention by a three-way clash from which Pablo Suarez came out of best and the latter ultimately finished the race in third.

Up front, though, with less than a second splitting O'Donovan and Vrankx throughout the race, it appeared that the Belgian 16-year-old had the win in the bag, with O'Donovan still to take his joker.

The British Rallycross Championship leader took his compulsory extra route on the fifth and final tour and delivered the alternative-route execution of the weekend to maintain track position by just 0.150s and secure a second-straight class triumph.

In World RX, series-leader Johan Kristoffersson won twice at Spa, but his Kristoffersson Motorsport Volkswagen

RX1e didn't have the pace advantage it had enjoyed throughout the season so far.

Having topped the SuperPole session in round six on Saturday on Spa's revised and now more gravelly rallycross track, Kristoffersson didn't stop the clocks first throughout the remaining stages. However, having started fourth on the grid for the final, he climbed to second by the time the pack drove through Eau Rouge, which became the lead when concertina contact, instigated by Niclas Gronholm at the back of a four-car chain, forced leader Timmy Hansen into a spin and down to last.

Gronholm later received a penalty post-race that placed him fifth but, up front, Kristoffersson, who had been pushed into Hansen at Turn 2, ran clear out front to his fifth win from six in the series' new electric era.

Kevin Hansen drove to second, while Kristoffersson's 19-year-old KMS stablemate, Gustav Bergstrom, in only his fourth World RX weekend, finished third.

Timmy Hansen quite rightly felt aggrieved, especially having been pushed off from the lead of the final in the previous round in Portugal, but worse was to come for the Swede on Sunday.



Kristoffersson was on top in World RX bouts

The 2019 drivers' champion set the pace in the opening heat in round seven, while Kristoffersson suffered a right-rear puncture that destroyed the bodywork on the rear of his Volkswagen. The four-time champion then won the first race of heat two and ended up fastest as all of the cars in the second race, including the winner Timmy Hansen, also suffered from punctures.

Timmy Hansen remained at the front of the order at the end of the ranking stage, then beat brother Kevin in their progression race. In the semi-finals, side-by-side contact with Gronholm in the opening corner ultimately caused broken suspension on Timmy Hansen's Peugeot and, despite him closing on Gronholm's team-mate Klara Andersson at the end of the race, he finished fourth and didn't make the final.

Meanwhile Kristoffersson won the second semi-final and started on pole for the final, from where he made a good start, led from the front and drove to a

controlled 33rd career win. Bergstrom overtook Gronholm for second during the race but after the joker laps played out would end up third behind the Finn, Gronholm claiming his second podium of the season. Bergstrom doubled-up on his dream result from the previous day to complete the rostrum.

Kevin Hansen had a spin and finished fourth, while Ole Christian Veiby endured a torrid weekend marred by technical issues and retired from the final on Sunday at Turn 2 with broken steering.

Klara Andersson was unable to repeat her maiden podium from the previous weekend in Portugal. She initially won the first semi-final in round six but having closed the door on the pack after a brilliant launch, a move that eliminated both Rene Munich and Bergstrom, she was disqualified from the race by the FIA stewards in order to switch positions with Bergstrom who then progressed to the final instead of Andersson.

RESULTS

World Rallycross Championship

Round 6

P	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	2m45.670s
2	Kevin Hansen	Peugeot 208	+4.837s
3	Gustav Bergstrom	Volkswagen Polo	+5.757s
4	Timmy Hansen	Peugeot 208	+8.546s
5	Niclas Gronholm	PWR	+12.091s

World Rallycross Championship

Round 7

P	DRIVER	CAR	TIME
1	Johan Kristoffersson	Volkswagen Polo	2m46.354
2	Niclas Gronholm	PWR	+3.995s
3	Gustav Bergstrom	Volkswagen	+4932s
4	Kevin Hansen	Peugeot 208	+9.305s
5	Ole Christian Veiby	Volkswagen Polo	+5 laps

Euro RX1:

Anton Marklund
(Hyundai i20)
RX2e:

Marklund gets back to his old self for European RX class win

Swede Anton Marklund vowed to throw caution to the wind in the final round of the European Rallycross Championship's RX1 division at Spa, having done enough to secure his third Euro RX crown at the previous round of the series in Portugal.

But heat one didn't go all his way. He set second fastest time as the result of a

slightly cautious opening session. It was the kind of approach that Marklund had executed throughout the previous five rounds on his way to the crown.

However, with the biggest prize in the bag and a stern word from his mechanics in the SET Promotion team, Marklund unleashed his full potential

and dominated the event thereafter. He triumphed in every session to claim his third win of the year.

Behind him, returning Finn Juha Ryttonen was second while Janis Baumanis, who scooped second in the championship in the process, finished third.

There was heartbreak for Belgian driver Enzo Ide. He had claimed a maiden Euro RX win in the previous round but had a torrid event at home and went out in the Progression session. He wasn't able to give the home fans the result they craved.



Marklund was on top again

COLUMNIST

LOGAN HANNAH



The Scot is having success in GB4 after overcoming career setbacks

Photos: Jakob Ebrey



Hannah took Donington win



Taking Silverstone second place was emotional

My earliest motor racing memory was going with my dad to an experience day my mum bought him for Christmas. He fell in love with motorsport and eventually raced in the Radical Middle East Cup: we were based in Dubai for his work.

And I was straight away obsessed too: I was there with him every step holding onto his ankle. It took two-and-a-half, three years before I convinced him to put me in a go kart but then we never looked back.

Within the first three months I accumulated enough points to be invited to a world final event at Le Mans, and the biggest turning point was being picked up by the Young Racing Driver Academy that works with Arden.

We never really had the money for a full British Formula 4 assault. But when I had been at Knockhill to film something for the BRDC it was being filmed right in front of Graham Brunton Racing's workshop. Graham introduced himself and told us how Formula Ford is the apprenticeship of motorsport. A few months later I was in a car racing for them at the last round of the Scottish championship and then at the Walter Hayes Trophy.

Formula Ford definitely gave me a lot: from car control to the way you speak to an engineer to general understanding of the way cars work. In 2020 in the second weekend after lockdown we won the David Leslie Trophy race, that was incredible. And it showed I hadn't lost my touch after so long out of a car.

The first round of 2021's Scottish season was the David Leslie Trophy again and the National

championship were up so it would have been an absolutely fantastic grid. I did really well in testing, and I got home Friday night, made my dinner and I couldn't taste it, because it turned out I had Covid.

Also unbeknown to me that weekend would have been the last for that year at least; we didn't have the money to race after how difficult Covid was with my dad moving home from Dubai.

It was a tough pill, but it made me want it even more. I sat in my room and sent emails and eventually one stuck and that was to Laser Tools. Before I knew it I was invited to their offices and Laser said they liked something about me. I drove down on my own on my 20th birthday, Laser seemed to pick up on it and all I can say to them is thank you for giving me that opportunity.



Hannah learned plenty in her Formula Ford time

I was in a car again at 2021's National Formula Ford round at Oulton Park and this year I'm competing in GB4 with Laser Tools and GBR. I had driven the exact same car before in two rounds of the F4 UAE championship, and it was fantastic to be back in a car with wings and slicks and to start to eke the full potential. At the beginning of the year we had a few teething problems with the car, it just took a little while for us to get it all to work together harmoniously.

I got a race victory at Donington Park, but the round before at Silverstone I finished second and I'd shown a lot more emotion there. I had power issues in qualifying and problems nobody could really see until they took the car apart. There was a lot of pent-up stress so when I came over the line in second it was just a complete burst of emotions.

And the win at Donington was absolutely incredible. It was one of the toughest races of my life because essentially lights to flag I had someone within two seconds of me.

Being more comfortable in the car and the seat time was the big factor in my progress. And since we've still been quick, it's just the races have been littered with silly little mistakes on my part. It's ultimately not ideal but some of the mistakes I would rather be making now than in a few years' time.

There's a few ideas up in the air for what I'll be doing next. I don't think it'll be single-seaters, making the transition into GT or tin-top racing is the right way for me. My dream is to race and hopefully win at Le Mans, and I might only be 21 but I'm starting to feel old with the people I'm racing against, I've got to make the jump and start now.

"When I came over the line it was just a complete burst of emotions"

WHAT'S ON

YOUTUBE REVIEW

There are many strings to the bow of Paul di Resta, our esteemed readers' Q&A guest in this week's Motorsport News. A Formula 1 pedaller and now pundit, he's also now a successful sportscar racer and for much of his career established his

star credentials in DTM. And thanks to DTM's YouTube channel you can watch possibly di Resta's career crowning glory as he claims his German tin-top championship in 2010, in a tense finale on Shanghai's punishing street track.

A stunning mid-season run left di Resta apparently in the title box seat, but his non-score in the penultimate round, after a contretemps with a rival Audi, meant he entered the finale shy of Bruno Spengler on points. But things looked a lot

more rosy for di Resta after qualifying, as he took pole while Spengler after a crash started from the back.

DTM's 48-minute highlight package of Shanghai's decider is at: youtube.com/watch?v=8Sf-CdQ2OTw.

Graham Keilloh



Di Resta took title under pressure

TV GUIDE



World Rallycross: relive Spa races

There are chances this week to watch last weekend's World Rallycross action from Spa: tomorrow (Friday) at 1230hrs-1330hrs on BT Sport 2 and in Monday's small hours at 0400hrs-0500hrs on BT Sport 3. You can also on Monday watch the best of last weekend's Bathurst race on BT Sport 3 at 1800hrs-2000hrs.

Prior to this Sunday's live British GT Donington Park title decider, Sky Sports F1 gets you up to speed with an

hour's highlights of the previous round at Brands Hatch at 1200hrs-1300hrs. Then after British GT's live action the channel shows this season's W Series rounds in turn, starting with Miami's curtain raiser at 1500hrs.

The channel also has F1 Esports Series' latest rounds live today and tomorrow at 1930hrs-2100hrs. Freesports meanwhile has plenty of motorsport on over the weekend, including Legends from Snetterton at 0700hrs-0800hrs on

LIVE TV

BRITISH GT DONINGTON PARK
Race: Sunday, 1300hrs-1500hrs, Sky Sports F1

NASCAR LAS VEGAS
Race: Sunday, 1900hrs-2300hrs, Premier Sports 2

Saturday, and Premier Sports 2 shows BriSCA action from Skegness on Monday at 1900hrs-1955hrs.

Graham Keilloh

WHAT'S ON

RALLYING FRIDAY-SUNDAY

Mull Rally
Mull Car Club (spectators admitted) mullrally.org

SATURDAY
Wyedean Stages Rally
Forest of Dean Motor Club (spectators admitted) wyedeanstages.co.uk

SATURDAY-SUNDAY
Historic Rally Festival, Telford
Rallying Historic Club (spectators admitted) historicrallyfestival.com

SUNDAY
Harlech Stages (Llanbedr)
Harlech and District Motor Club (no spectators) harlechdmco.co.uk

RACING SATURDAY
Oulton Park International, Cheshire
BARC meeting: Caterham Graduates, Sports/Saloons, Kumho BMW, Karts Starts racing from 1110hrs (qualifying from 0845hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY
Donington Park GP, Leics
British GT meeting: British GT, GB3, GB4, Ginetta GT5, Porsche Sprint, Ginetta GT Academy Starts Saturday, racing from 1400hrs (qualifying from 0910hrs) Sunday, racing from 0910hrs Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422

SATURDAY-SUNDAY

Silverstone National, Northants
HSCC meeting: Aurora / Geoff Lees Trophy, Classic F3, Historic FF2000, Historic FF1600, Classic FF1600, Historic Touring Cars, Guards Trophy, Historic Road Sports, '70s Road Sports/80s Sports and GT, Classic Clubmans, Formula Junior Starts Saturday, racing from 1340hrs (qualifying from 0900hrs) Sunday, racing from 1042hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only

Silverstone International, Northants
BRSCC meeting: Caterham 310R, Caterham 270R, Caterham Roadsport, Caterham Academy, Mini Miglia, Mini Se7en, BMW Compact, BRSCC Clubsport, '70s Road Sports/80s Sports and GT, Classic Clubmans, Formula Junior Starts Saturday, racing from 1340hrs (qualifying from 0900hrs) Sunday, racing from 1042hrs (qualifying from 0900hrs) Admission £16 Web silverstone.co.uk Tickets online only

Sunday
Mallory Park, Leics
750MC meeting: Formula Vee, 750 Formula, Historic 750 Formula, Sports Specials, Classic Stock Hatch Starts racing from 1130hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214

SUNDAY
Mallory Park, Leics
750MC meeting: Formula Vee, 750 Formula, Historic 750 Formula, Sports Specials, Classic Stock Hatch Starts racing from 1130hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214

BMW 1 Series, CityCar Cup, Track Attack Club Starts Saturday, racing from 1230hrs (qualifying from 0900hrs) Sunday, racing from 0950hrs (qualifying from 0900hrs) **Admission £16** Web silverstone.co.uk Tickets online only

Snetterton 300, Norfolk
BRSCC meeting: Mazda MX-5, C1 Endurance, Modified/Super Saloons, Tin Tops Starts Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs) Admission adult £22, under 13 free Web msv.com Contact 0344 225 4422

Sunday
Mallory Park, Leics
750MC meeting: Formula Vee, 750 Formula, Historic 750 Formula, Sports Specials, Classic Stock Hatch Starts racing from 1130hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214

Sunday
Mallory Park, Leics
750MC meeting: Formula Vee, 750 Formula, Historic 750 Formula, Sports Specials, Classic Stock Hatch Starts racing from 1130hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214

Sunday
Mallory Park, Leics
750MC meeting: Formula Vee, 750 Formula, Historic 750 Formula, Sports Specials, Classic Stock Hatch Starts racing from 1130hrs (qualifying from 0930hrs) Admission adult £15, under 14 free Web malloryparkcircuit.com Contact 01455 502214

Details correct at time of going to press. Please check with organisers before travelling.

WE NEED YOU!



EMAIL
matt.james@kelsey.co.uk



TWITTER
Updates: @MNmotorsport



FACEBOOK & INSTAGRAM
Search for 'Motorsport News'



DIGITAL ISSUE
See motorsport-news.co.uk



WRITE TO US
Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!



Gary Hill snapped this outrageous creation at Brands Hatch

NEXT EDITION



Who will win the British GT crown?

All the action from the sportscar showdown

OUT THURSDAY, OCTOBER 20



Formula Ford Festival preview

We look ahead to the Brands Hatch showpiece

ALL THE LATEST NEWS, FEATURES AND OPINION FROM THE MOTOSPORT WORLD

THE VOICE OF BRITISH MOTOSPORT

MOTOSPORT NEWS
motorsport-news.co.uk

Motorsport News
Kelsey Media
The Granary, Downs Court, Yalding Hill, Yalding, Maidstone Kent ME18 6AL

EDITORIAL

Editor: Matt James
Tel: 07884 117139
Email: Matt.James@kelsey.co.uk

Deputy Editor: Graham Keilloh
Tel: 07973 829291
Email: Graham.Keilloh@kelsey.co.uk

Art Editor: Mike Stokoe
Tel: 07957 282340
Email: mike.stokoe@gmail.com

Contributors
Historics Editor: Paul Lawrence
Rallycross Editor: Hal Ridge
Columnist at large: David Addison
Columnist and track tester: Andrew Jordan
Technical Editor: Carl Faux

ADVERTISING
Director: David Lerpiniere
Tel: 01732 445326
Email: david@talkmediasales.co.uk

Sales Director: Russell Bedford
Tel: 01732 445328
Email: russell.bedford@talkmediasales.co.uk

Ad Manager: Natalie Harman
Tel: 01732 446757
Email: natalie.harman@talkmediasales.co.uk

PRODUCTION
Advert Production Manager: Matt Ryan
Tel: 01732 445755
Email: Production@talkmediasales.co.uk

MANAGEMENT
Chief Executive: Steve Wright
Chief Operating Officer: Phil Weeden
Publisher: Gareth Beesley
Finance Director: Joyce Parker-Sarioglu
HR & Operations Manager: Charlotte Whittaker
Retail Director: Steve Brown
Audience Development Manager: Andy Cotton
Senior Print Production Manager: Nicola Pollard
Print Production Manager: Georgina Harris
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS
UK subscription and back issue orderline: 0845 241 5159
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service email address: subs@kelsey.co.uk
Customer service and subscription postal address: Motorsport News Customer Service Team Kelsey Publishing Ltd Kelsey Media, The Granary, Downs Court Yalding Hill, Yalding, Maidstone Kent ME18 6AL

DISTRIBUTION
Distribution in Great Britain
Marketforce UK Limited,
121-141 Westbourne Terrace, London W2 6JR
Tel: 0330 390 6555

Distribution in Northern Ireland and the Republic of Ireland
Newspress
Tel: +353 23 886 3850

Kelsey Media 2022 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.

K KELSEY media
www.kelsey.co.uk

Book your advert before 3pm Wednesday to see it in the next issue



classified

Telephone: 01732 445 328 Email: Russell@talkmediasales.co.uk

Motorsport News Classified
offers a fantastic opportunity to
advertise to a uniquely motorsport
based audience. Advertising with
us puts your advert right in front
of a very hands on and involved
motorsport market.

Brand New Private Seller Rates
Lineage:
25 words = £25 (£30 inc vat)
25 words + Picture = £35 (£42 inc vat)
Extra 10 words = £5 (£6 inc vat)
Full Colour 4x1 Box Advert
£50 (£60 inc vat)
£10 per extra column cm (£12 inc vat)
Private seller Offer
25% off when you book for 4 weeks

If you wish to advertise in the
Motorsport News Classified please
call 01732 445328 or
email
Russell@talkmediasales.co.uk
Deadline: Wednesday at 3pm
(subject to change on Bank Holiday weeks)
Payment: Cheques and postal
orders should be made payable to
Kelsey Media

Address for advertising

Motorsport News Advertising
Talkmediasales
Ground & 1st Floor Littleheath
St Mary's Rd
Swanley
BR8 7FN

Important

The publishers reserve the right to refuse
advertisements and do not accept liability for
clerical or printers errors.
Terms for approved accounts strictly net within
30 days. The advertiser's name and address
must accompany all advertisements, whether
for publication or not.
Any advertisement received too late for publication
and any advertisement received too late for
inclusion in the current issue will automatically be
inserted in the next available issue.

If you are a trade advertiser this must be
indicated in your advertisement. Advertisers
are also reminded that they are responsible for
complying with legal requirements currently
in force.
Six weeks notice prior to issue date required
for cancellation of any advertisement. All verbal
confirmation taken on the phone is binding.
Cancellation and refunds not guaranteed.
Terms of acceptance of advertising are available
on request.

MARKETPLACE

Facet

PUMPS FOR PROFESSIONALS

Made in the USA

BUY GENUINE PRODUCT
Quality ~ Reliability

GLENCOE
UK Distributor
www.glencoeltd.co.uk

from £38.67

POSI - FLOW PUMPS

- EFFICIENT
- QUIET OPERATION
- CORROSION RESISTANT
- 6,000 HRS LIFE CYCLE

from £40.61

'CUBE' PUMP

- COMPACT
- MOISTURE PROTECTION
- 6,000 HRS LIFE CYCLE
- 0.3mtr SUCTION HEIGHT
- 100HRS SALT SPRAY TEST

from £81.40

CYLINDRICAL PUMPS

- SOLID STATE ELECTRICS
- ROBUST DESIGN
- CLEANABLE FILTER
- ELECTRICAL SURPRESSION

from £52.66

CUBE PUMP KITS

- FUEL PUMP
- FUEL UNION
- FILTER UNION
- SOFT MOUNT KIT

from £90.78

CYLINDRICAL PUMP KITS

- 1mtr SUCTION HEIGHT
- 2 BRASS 90 DEG. UNIONS
- 1 RUBBER MOUNTING KIT
- REPLACEMENT FILTER

PRICES EXCLUDE VAT @ 20%

Tel: +44 (0)1784 493 555

Email: sales@glencoeltd.co.uk



INSURANCE



POLICIES FOR

- ✓ COMPETITION CARS
- ✓ RALLY & RACE CARS
- ✓ SERVICE VEHICLES

PHONE: 0161 440 7590
quote form on rallycar-insurance.co.uk
Authorised and regulated by the Financial Services Authority

**ADVERTISING DOESN'T COST,
IT PAYS!**

russell@talkmediasales.co.uk

MARKETPLACE

www.compbquake.com

THE UK'S LARGEST SUPPLIER OF TANKS & TANK ACCESSORIES



BESPOKE FUEL TANKS

FOR RACE & RALLY

[email: sales@compbquake.com](mailto:sales@compbquake.com)

CompBrake-Motorsport

Designers in Motorsport

TANK SHOP

DESIGN YOUR TANK?

RALLY SPEC.

Please add any fitments or accessories you need to your drawing

[LENGTH]

[HEIGHT]

[WIDTH]

3MM Aluminium for Strength & Safety

Available in original silver or powder coated black to order £20

WE CAN MANUFACTURE ONSITE ANY SHAPE, SIZE & CAPACITY OF TANK YOU NEED!

AUSTIN 7 NIPPY £334.99

SAAB 900 £399.99

LOTUS 7 £334.99

Combrake presents its eagerly anticipated classic car tank range

Combrake offers a complete design and manufacturing service to classic, vintage and custom car restorers. We are able to reproduce petrol tanks to customer specifications, drawings, photos and patterns. We can manufacture petrol tanks from steel, stainless steel and aluminium for a range of vehicles including generators, boats, cars and bikes.

FORD FIESTA MK1 £329.99

FORD ESCORT COSWORTH MK5/6 £499.99

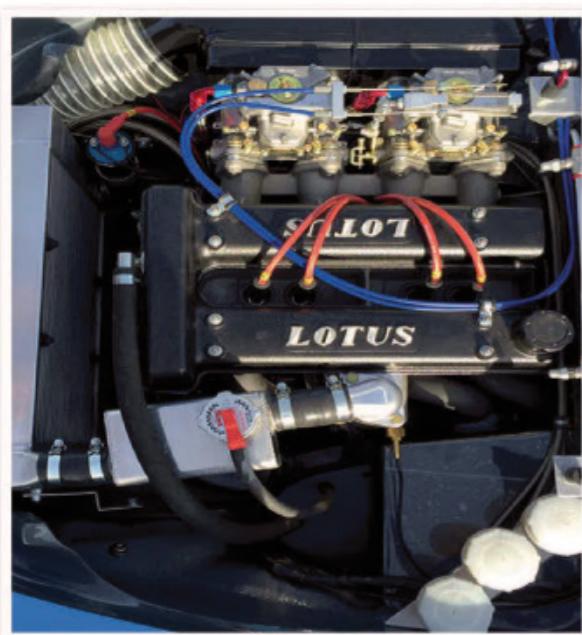
REPLACEMENT FUEL TANKS

FOR CLASSIC CARS

tel: + 44 (0) 1744 895 888



Historic Engine Specialist
Lotus Twin Cam
Ford Cosworth BDA/BDG



CBR can offer full Engine Builds from Fast Road to full Race

Fully Equipped Workshop with:-

- In-house Ultra-Sonic Parts Cleaning
- In-house Super Finishing Process
- In-house Dyno Testing

Craig Beck Racing Ltd
T: 07876 221 932
E: craig@craigbeckracing.co.uk
www.craigbeckracing.co.uk



AUTOMOTIVE EVENTS

FOR SALE

Miscellaneous equipment.
 Self standing pit bay numbers,
 drive booking system, signage, crash helmets etc.
 All in excellent condition.

Tel: 07976 433015

QED
 Full range of engine components for:
LOTUS FORD TWIN-CAM
LOTUS 900-SERIES
VAUXHALL XE
VAUXHALL ECOTEC
ROVER K-SERIES
 Call or buy online!
QEDMOTORSPORT.CO.UK
01509 412 317

MOTORSPORT NEWS
TO ADVERTISE CALL 01732 445328

Rebuild Time?...

Fast and Reliable Delivery of Forged Pistons and Conrods



Have the pistons you need, not a compromise

CALL: (0)1462 684300
Cambridge Motorsport Parts
sales@cambridgemotorsport.com
 Unit 5 Lacre Way, Letchworth, Herts, SG6 1NR. www.cambridgemotorsport.com

MOTORFREE ADS

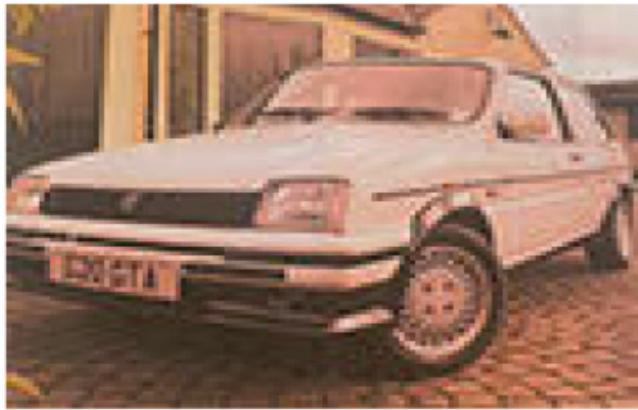
TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS ➤

AUSTIN METRO GTA



1989, 40000 miles, £6,990. Time warp condition, no rust, many new parts, includes reg G20 GTA (£900), multi MUC award winner. May part-ex. Please call 07765 235204, West Midlands. 116815

AUTO-UNION



£7,750. Rare 'Auto-Union 1000', from 1964. Owned last 6 years, but laid up in garage since Covid. Running but needs some restoration. H/C Rally motor. Please call 07720380866, East of England.

115609

BMW 2002



1974, £10,500. 1974 BMW 2002 left hand drive in Polaris Silver. MOT until 2023. Bonnet needs attention, otherwise car is sound. Interior very good condition, new rear exhaust, tyres good. £10500 Tel 01989 563966. Please call 01989 563966, South West.

115451

FORD LOTUS CORTINA



£47,995. Built and raced by the renowned and sadly late engineer racer, Norman Ricketts, this beautifully prepared Lotus Cortina is available for a plethora of motorsport events. The engine is built with all John Smirthwaite internals and the correct exhaust manifold. Please call 01798 874477, South East. (T) 116686

FORD FIESTA



£17,995. Ford Fiesta MK1 XR2. Superb example which was restored between 2009 and 2011 and was used until 2016 when it was dry stored until 2021. Really nice looking car with a few additions / upgrades. We have the original service book, handbooks and some old MOTs. Please call 01875 820527, Scotland. (T) 116707

FORD FIESTA



1981, 1000 miles, £18,000. Fiesta Mk1. GP2 Recreation Monte Carlo Rally Car. This has been a very long term project creating a Fiesta Mk1 GP2 Monte Carlo replica using a Ford 2.0 Zetec engine on Motorcycle carburettors. Would suit Rally demonstration events / car shows, however could easily be Log booked for competition use. Please call 07769651920, North West.

115232

MG TF



£8,995. A lovely low mileage example of the last of the line LE500 editions of the popular MG TF. Understandably a best selling convertible in the day, these practical two seater sports cars are finding favour with a new generation of MG enthusiasts. Please call 01189 884774, South West. (T) 116601

MG MGC



£32,950. For those wishing to take up Classic Rallying what better way than this 1968 MGC GT fully rebuilt to a very high spec including Sebring flared wheel arches and body styling. A large history file with original folding style log book, heritage certificate, MGC hand book and a vast amount of sales invoices show considerable expenditure to bring the car up to the level it is today. Please call 01993 849610, South East. (T) 116567

GILBERN INVADER



1972, £2,995. 3 litre NR3 L-Reg, British racing green, Cortina Chassis, Fibreglass no rusted, dry stored since 2000. Please call 07754688636, South West.

115937

INNOCENTI MINI DE TOMASO



1978, £9,750. Very rare, rust free example of this appreciating classic, imported from Genoa in 2017, LHD, matching numbers, no replacement panels, metallic black with gold striping. Please call 07306 806736, South East. 116022

ROVER 2600



1984, £5,995. a-reg, lots of history, handbooks, mot. stunning. Please call 07895 675851, South West.

115940

LANCIA FULVIA



1969, £77,500. In excellent mechanical order, the car has returned to us in gorgeous condition, having undergone considerable recent expenditure, and she is ready for immediate use. One of only 1,258 cars built between 1969 and 1970 she is eligible for all manner of historic events, and is fitted with a full roll cage and group 4 spec engine. Please call 01189 831200, South East. (T) 116632

WEB DIRECTORY

ACCOUNTANCY

garry@gosetaxation.com
0800 772 0956
www.gosetaxation.com



COMMUNICATIONS

Pit to Car
Radio & GSM
solutions
0044(0)1508 528837

Autotel
Digital Race Radio

www.raceradio.co.uk

ELECTRONICS

Vehicle
Wiring
Products

0115 930 5454
www.vehicleproducts.co.uk

ENGINES

Craig Beck Racing Ltd T: 07876 221 932 E: craig@craigbeckracing.co.uk www.craigbeckracing.co.uk	www.cometicgaskets.co.uk Tel: 01638 779 119 info@cometicgaskets.co.uk

GEARBOXES

	Rally & Race Gearboxes, GearKits, LSD's and Driveshafts T: 01782 280 136 F: 01782 269 913 E: sales@eliteracingtransmissions.com
visit: EliteRacingTransmissions.com	

OILS & LUBRICANTS

www.withammotorsport.co.uk	www.withammotorsport.co.uk

RACE & RALLY PARTS

Designers in Motorsport www.combrake.com +44(0) 1744 895 888 Please visit our website for a free catalogue

DRY SUMP

OIL PUMPS & DRY SUMP SYSTEMS www.pacepumps.co.uk

ENGINES

	Builder Street, Llandudno. LL30 1DR sales@groupbmotorsport.com 01492 339574
TRACK DAY	CLASSIC MOTOSPORT
MODERN MOTOSPORT	LOTUS AUTHORISED REPAIR CENTRE

GEARBOXES

	COMPETITION TRANSMISSION SERVICES Gearboxes and Axles for Road // Race // Rally // & more Telephone: 01582 840 008 Fax: 01582 840 007
--	---

RACE & RALLY PARTS

020 8518 9136 www.burtonpower.com

RACE & RALLY PARTS

	orranje.co.uk
MINI Performance Parts, MINI Tuning & MINI Styling Products, for MINI Enthusiasts by MINI Enthusiasts.	
@OrranjeP #orranje @OrranjeP /OrranjePerformance	

TRAILERS & TRANSPORTERS

www.woodfordtrailers.com HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS Tel: +44(0)1327 263384 sales@woodfordtrailers.com

EXHAUSTS

	The Stainless Steel Rally Exhaust Specialists ... Follow Us: twitter.com/SimpsonExhausts Like Us: facebook.com/SimpsonRaceExhausts 01753 532 222 // www.SimpsonRaceExhausts.com
--	---

INSURANCE

	TRACK DAY INSURANCE Buy online in minutes - trackday-reis.co.uk *Conditions apply
0115 965 1020 / www.reis.co.uk / talk2us@reis.co.uk	

RACE & RALLY PARTS

	Cambridge Motorsport Parts Tel: 00 44 (0)1462 684300 www.cambridgemotorsport.com
--	---

RACE & RALLY PARTS

www.rallydesign.co.uk 01227 792 792

WHEELS

	The Strength of Experience speedline flowforming Tel: +44 (0) 1952 582 825 e-mail: info@speedlinecorse.co.uk website: www.speedlinecorse.net
--	--



THE VOICE OF BRITISH MOTORSPORT
THIS CLASSIFIED SECTION WAS BROUGHT TO YOU BY:

Russell Bedford

Account Director
T: +44 (0) 1732 445 328
E: Russell@talkmediasales.co.uk

Andy Welch

Advert Production Supervisor
T: +44 (0) 1732 445 325
E: Andy.Welch@talkmediasales.co.uk

TO ADVERTISE YOUR PRODUCTS AND SERVICES
IN OUR NEXT ISSUE PLEASE CALL RUSSELL BEDFORD

01732 445328

AUTOSPORT INTERNATIONAL

12-15 JANUARY 2023 | NEC BIRMINGHAM

12-13 JANUARY 2023 TRADE | 14-15 JANUARY 2023 PUBLIC

SAVE THE DATE



12-13 JANUARY 2023

TRADE ONLY



12-15 JANUARY 2023

TRADE & PUBLIC



12-15 JANUARY 2023

TRADE & PUBLIC

EUROPE'S LARGEST MOTORSPORT EVENT IS BACK

Kick start your motorsport season
AutosportInternational.com

